

Manufacturers Record

Exponent of America



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SEPTEMBER 22, 1927

A Warning Against Danger of Autocratic Power Used by Interstate Commerce Commission.

Referring to the recent decision of the Interstate Commerce Commission refusing to approve the proposed reduction of coal freight rates from Southern mines to the Great Lakes, thus shutting out coal operators in the South from a market which they have hitherto served, Judge J. W. Maxwell, in a speech delivered at Madison, W. Va., on Labor Day, September 5, pointed out that such action was in violation of the spirit of the Constitution. He said:

"It is in direct conflict with the fundamental principles on which the social order of this nation is founded. * * * Its effect is to prevent the prosecution of the major industry of the State and enforces idleness upon us and decrees that our natural resources be enjoyed only when permitted by a regulatory Governmental commission to the end that like industry and resources of other states be enjoyed by the peoples of other states less favorably situated. * * * We may well be alarmed when the Interstate Commerce Commission at Washington attempts by its decisions to lend the stamp of lawful approval to such a nefarious doctrine—a decision in direct conflict with principles of sound economics, unjust in its operation and in violation of the spirit of the Constitution of the United States.

"Section 9 of the very first article of that great document expressly provides that 'No preference shall be given by any regulation of commerce * * * to the ports of one state over those of another.'

"Clearly the regulation attempted by the Interstate Commerce Commission violates the spirit of this provision."

Judge Maxwell went on to point out that at the time of the adoption of the Constitution the only means of interstate commerce was through the ports of the waterways; there was not a steam railway in the world, and that provision was inserted in the Constitution to prevent interference by regulation of one state over another in commerce and it was one of the arguments to induce the states to join in it and to adopt it as the fundamental law. * * * Alexander Hamilton also pointed out the perils of unbridled business enterprise by which particular states might endeavor to secure exclusive benefits for their own citizens, and these would naturally lead to outrages and these to reprisals and wars.

"These arguments," continued Judge Maxwell, "were current at the time of the writing of the Constitution; their virtues were recognized and to secure the free and untrammelled commerce of a great nation as contemplated by these arguments, the Constitutional provision quoted was written and adopted. * * * To violate the spirit of this provision by giving a preference to the commerce of some states over the commerce of a sister state by a regulation of the railways of our day is a breach of faith of the Federal Government with the states. It is a mere subterfuge to violate the spirit of the Constitution, for it was preference in commerce of one state over another that was condemned and prohibited by the Constitution, whether carried on by railways or through the ports of waterways, and the mere fact that we have outgrown the water transportation does not warrant the Interstate Commerce Commission in its effort to do that which the states wrote into their compact and agreement should not be done. * * *

"This situation and incident is not without its benefits. It is one of the many reforms sought by inexperienced statesmen and often adopted by the people that lead not to the paths of happiness, but discovered too late to be only a snare. The Interstate Commerce Commission itself was created as a measure of reform. This idea of reform and experiment is dangerous to the free institutions of America, and the impressive lesson we are learning by the attempted usurpation of this creature of reform ought to make us more cautious hereafter in the acceptance of fancied ideas of reform. At the risk of being regarded old-fashioned we ought to be willing to follow the statesmanship of our fathers. For my part I am not ashamed of Madison, Hamilton, Marshall, Patrick Henry and their contemporaries, and I now here solemnly challenge the history of the world for their equal in statesmanship. Their composite ideas are embodied in the Constitution. These sacred principles have promoted happiness and industry in this nation for a hundred and fifty years, and the cost of maintaining them is eternal vigilance."



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Table of Contents

Baltimore, Md., September 22, 1927

A Warning Against Danger of Autocratic Power Used by Interstate Commerce Commission	Cover Page
---	------------

EDITORIALS

Grave National Consequences Possible Under the Autocratic Interstate Commerce Law	45
The Federal Reserve Board's Right to Determine Discount Rates.....	47
"Poems Are Made by Fools Like Me, But Only God Can Make a Tree".....	48
Vigorous Expression Against the McNary-Haugen Bill.....	49
Speaking of "High Tariff Walls".....	49
"Cities Grow According to the Vision of the Builders".....	49
National Dairy Exposition at Memphis in October Will Be of Nation-Wide Influence	50
A Big Town Planning Scheme in Tennessee.....	50
Exit, A Soldier of Prosperity.....	51
Suggestion About Mr. Crissinger's Successor.....	52
The Cotton Slump Incident Not Closed.....	52

NEWS ARTICLES

Resources and Responsibilities of America, Our Achievements and Our Dangers	53
By Dr. Henry Mace Payne	53
Eleventh Exposition of Chemical Industries.....	55
How Shall National Safety Be Preserved?.....	56
By Henry C. Rowe	56
Federal Inheritance Tax to Be Vigorously Fought.....	58
Dairy Prosperity Takes Root in Mississippi and Mid-South.....	59
By Craddock Goins	59
Petroleum Industry Plans Great Exposition.....	63
"Honeycombed With Gross Inequalities in Freight Rates," Is Claim of an Industrial Traffic Manager.....	64
By D. W. Bledsoe	64
Big Revival of Louisiana Sugar Industry in Prospect.....	65
By Thomas Ewing Dabney	65
Texan, World's Largest Producer of Duroc-Jersey Hogs.....	67
Inland Waterways and Flood Prevention Program.....	68
Log of an Arkansas Cruise—IV.....	69
By Richard Woods Edmonds	69
International Harvester Company Develops New Cotton Harvesting Machines.....	73
"Platform of American Industry".....	74
Miami's Progress One Year After the Storm.....	75
By Hamilton M. Wright	75
Alabama Fertilizer Rail Rates.....	76
A Suggestion for the Thorough Nationalization of Mississippi Valley Flood Control	77
By L. T. Berthe	77

DEPARTMENTS

The Iron and Steel Situation.....	79	Construction	86
Railroads	81	Want Section.....	104
Textile	82	Trade Literature.....	106
Good Roads and Streets.....	83	Industrial News of Interest.....	107
Mechanical	85	Financial News.....	108

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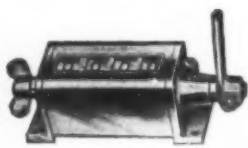
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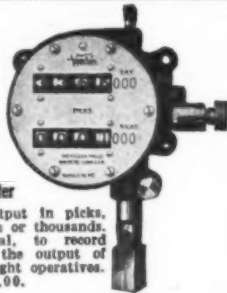
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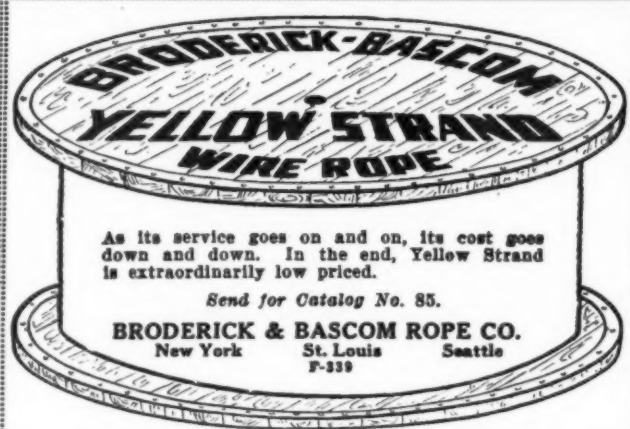
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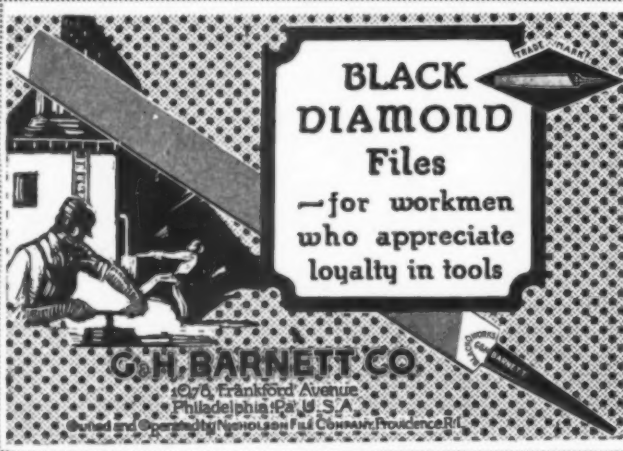
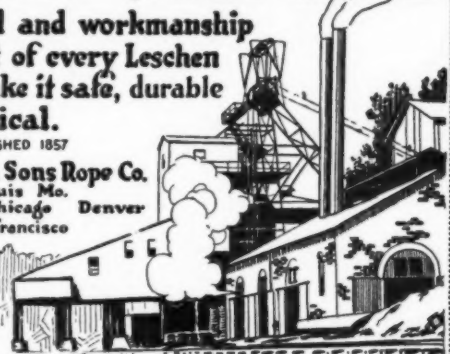
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BALTIMORE, SEPTEMBER 22, 1927..

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Grave National Consequences Possible Under the Autocratic Interstate Commerce Law.

WHEN the Interstate Commerce Commission last month rendered its astounding decision against several railroads in the South, suspending for seven months their proposition to reduce freight rates on coal shipped from mines on their lines to the Great Lakes, it was not the first time that it had done something of the same sort. It appears that it did so in what are known as the "salt cases" in 1923, and its action then was sustained by a Federal Court; furthermore, the United States Supreme Court in a case involving the Illinois Central Railroad again upheld the Commission by deciding that a railroad must yield to "the newly conferred power to grant relief against rates unreasonably low," this to protect the public, it was remarked, against "injurious rate policies * * * heretofore uncontrolled."

These previous instances were brought out in an address delivered several months ago by J. V. Norman, at the annual meeting of the Southern Hardwood Traffic Association in Memphis, Tenn., and he directed attention to a complete change in recent years in the character of litigation as to freight rates by saying:

"Formerly the question was chiefly as to the measure of the rates and the litigation between the shipper and the carrier that served him. Now the question is chiefly as to the relationship of rates and the litigation is between sections of the country—the shippers of a given section and the carriers which serve them being usually on the same side and opposing both shippers and carriers of other sections. The battle is for markets rather than about rates."

Continuing, Mr. Norman said that either these sectional conflicts must be settled by an impartial tribunal or else the present transportation law which creates these conflicts must be repealed. If this is not done it is plainly apparent that sectionalism will be developed bitterly.

Considering the change in the nature of rate litigation, Mr. Norman inquired:

"Why has it shifted from a battle between shipper and carrier and become a war between sections? The answer is found in the increased powers of the Interstate Commerce Commission and the tendency to so use those powers as to affect, if not control, the flow of commerce between the States. Under existing law, the Commission may dictate to a great consuming market where it shall buy and to great producing territories where they shall sell. Such power as this has never before been vested in any tribunal and it is not difficult to see where the exercise of such power must eventually lead, especially in a republic."

Mr. Norman quoted from Paragraph 2 of Section 15a of

the Transportation Act of 1920 as follows: "Provided, That the Commission shall have reasonable latitude to modify or adjust any particular rate which it may find to be unjust or unreasonable, and to prescribe different rates for different sections of the country."

Consequently, the court in the salt cases said that "the Commission is empowered to raise the rates, not merely because non-compensatory to the carriers receiving them, but because they are unjust or unreasonable from the point of view of other carriers and localities."

"Therefore," said Mr. Norman, "if the carrier is charging a lawful rate, but the Commission feels that by doing so it is depriving some other carrier of traffic or some other shipper of business, the Commission may require the carrier to raise its lawful rate and deprive itself of traffic, as well as the shippers which it serves of the opportunity to do business. Nothing could be more far-reaching than this and its mere statement impresses one with not only the vastness of the power, but the injustice of the principle upon which it is based.

"Can it be that under the Transportation Act the Interstate Commerce Commission, on a finding that a rate is 'relatively unreasonably low,' can require a carrier to raise an otherwise lawful rate and deprive its shippers of the opportunity to do business in a competitive market, and do this so that other carriers, and the shippers served by them, may take the business? Not only is the answer to this question 'Yes,' but this is exactly what the Commission did do in the salt cases of 1923, and its action was affirmed and approved by the court. * * * Moreover, the exercise of these new powers by the Commission has the effect of freezing rates and placing the traffic of the country in a transportation strait-jacket because the carriers can no more lower rates without the consent of the Commission than they can raise them."

Referring to the statement of the Supreme Court in the Dayton-Goose Creek railroad case that the purpose of Congress in enacting the transportation law was "affirmatively to build up a system of railways prepared to handle promptly all the interstate traffic of the country," Mr. Norman went on to say: "While vesting the Commission with the necessary powers to carry out this laudable purpose, Congress doubtless failed to foresee that the powers granted would lead to sectional conflict. But hardly had the Commission begun to exercise these new powers and to make decisions that affected the commercial rivalry between sections of the country than the political struggle to control the Commission began. Almost at once there arose in Congress an insistent

demand from practically every section of the country for representation on the Commission. * * * The widespread demand for sectional representation on the Commission is in itself recognition of the fact that rates must in the future be made along political or sectional lines and that the decisions of the Interstate Commerce Commission will be reached much in the same manner as tariff laws and appropriations are enacted by Congress, that is by 'log rolling'. Senator Reed of Pennsylvania stated the situation bluntly on the floor of the Senate when he said:

"We can talk all we please about abstract justice, about the Commission deciding always on the fairness of the facts laid before them; but as a matter of practical humanity, we know that they speak for the regions from which they came, if only because they understand their needs better."

"The struggle for sectional and political control of the Commission has been brought sharply to the attention of the country in recent weeks by the battle waged in the United States Senate over the confirmation of a recent appointee to the Commission. * * * In a number of proceedings pending before the Interstate Commerce Commission the interests of Pennsylvania are directly opposed to those of other States and it was for this reason that Pennsylvania demanded representation. In other words, Pennsylvania demanded the right to name one of its own citizens to sit in judgment in controversies between itself and other States. While this is the most flagrant instance that has yet occurred, it is but indicative of the struggle that is growing day by day for sectional and political control of the Commission."

Apropos of these remarks by Mr. Norman it is interesting to quote here a paragraph from the article by George H. Manning on the coal rate case in the MANUFACTURERS RECORD of August 25 as follows:

"The South thought it had won a victory in the defeat of Cyrus Woods of Pennsylvania for a place on the Interstate Commerce Commission. But even without this man, who once was attorney for the Pittsburgh operators, the Interstate Commerce Commission has granted a lower rate to the Pittsburgh and Eastern Ohio mine operators, and has refused to permit the railroads to put into operation their voluntary rate reduction."

"If," continued Mr. Norman, "the owners and managers of the railroads cannot maintain the adequate system of transportation now built up and placed in their control and do so without the 'fostering guardianship and control of the Commission' then it would seem that we have come to the end of private ownership. If, in order that private ownership shall continue, it is necessary to have laws which create sectional strife and political struggle for the control of the tribunal administering such laws, the country will doubtless come to the conclusion that it would be better to end the private ownership. I do not see how anything could be gained by this because if the Government owned and operated the railroads, it would simply serve to add political control and management to political rate-making. Instead of the various sections of the country waging their conflicts before the Interstate Commerce Commission they would be fighting before some department of the Government and the political battle to control this department would be even greater than the political battle to control the Interstate Commerce Commission."

"It seems to me, therefore, that it is plain that the repeal of some of the vast powers vested in the Interstate Commerce Commission by the Transportation Act is preferable to either the continuance of sectional strife and political rate-making or Government ownership and control. With these extraordinary powers repealed, the Commission would revert to prescribing reasonable rates and removing undue discrimina-

tion, and sectional strife would largely subside, as well as the incentive for political control of the Commission. * * * We have more to lose by continuing the present laws with their concomitant evils of sectional strife and political rate-making than by trusting the owners and managers of a rebuilt and rehabilitated transportation system to operate same under substantially the same laws as to regulation as existed prior to the Transportation Act, which Act was born of an emergency which may not, and probably will not, ever recur. * * *

"I do not believe that it is necessary to continue laws that divide this great country into sections and set one section against another in political conflict, the issue of which involves their respective commercial existence. Without such laws this country was developed as one great commercial entity. Without such laws we built a system of transportation which permitted the free movement and interchange of commodities under a rate structure which, though far from perfect, maintained the widest competition as between commodities and markets without the destruction of any of them. Without such laws we developed the greatest railroad system in the world. * * *

"My conclusion is that in order to save the Interstate Commerce Commission from becoming a political football and to save the commerce of the country from the evils of political rate-making, Congress should repeal the sections of the Transportation Act to which I have referred, which were enacted to meet an emergency and which have accomplished the purpose for which they were enacted."

So pertinent is Mr. Norman's address with regard to the recent action of the Interstate Commerce Commission in the coal rate case of four prominent railroads in the South to which Mr. Manning's article referred, that it might have been delivered yesterday instead of early in the current year. The evils of the present transportation law he has strongly pointed out so that they cannot be mistaken and, as he says, they should be repealed promptly or else we will have a disgraceful condition prevailing at the national capital in the way of repeated conflicts between sections over freight rates with the possibility if not probability of exceedingly grave consequences, consequences which might even affect our national existence.

THE ASSOCIATION AGAINST THE PROHIBITION AMENDMENT SOLICITING FINANCIAL HELP FOR ITS EVIL WORK.

THE Association Against the Prohibition Amendment is sending broadcast, from its Washington office, letters to many people throughout the country, inviting contributions to help carry on its work to defeat the Prohibition laws of this country. One of these rather lengthy letters, covering four pages of printed matter sent, closes with this statement:

"What action on this grave question do you think your political party should take in its next annual convention that it may deserve the confidence of the people?"

A copy of the circular letter was addressed to W. F. Outland of Woodland, N. C. In response he wrote to the Association Against the Prohibition Amendment as follows:

"Your favor of September 1 received and carefully considered. In response I will say that it is my candid opinion that my party should stand for honest-to-goodness enforcement of the Volstead law, and I will do all that lies within my power to that end. It is also my opinion that should the said law be so amended as to permit light wines and beer that it would only be a cloak for hard liquor to hide behind, and should that occur, with the automobile traffic that we have on our public roads, I feel that the hazard would be increased many fold."

The Federal Reserve Board's Right to Determine Discount Rates.

THE President of a Baltimore bank, a member of the Federal Reserve system, in discussing with the MANUFACTURERS RECORD the action of the Federal Reserve Board in forcing the Chicago Federal Bank to reduce its rate of interest from 4 to 3½ per cent, said that if the Federal Reserve Board did not have the authority to control rates it might as well go out of business. He strongly upheld the action of the Federal Reserve Board, but added that Chicago bankers wanted to have their own way and would make, as he said, "A great howl especially at the meeting of the American Bankers Association in Houston, Texas, in October."

A tremendous propaganda is being put out from Chicago and elsewhere against the decision of the Federal Reserve Board to control discount rates, but a special dispatch from Washington to the Herald Tribune of New York gives an interesting account of the study made some years ago of this problem and in the course of the dispatch it was said:

"In preparation for the controversy which is ahead over its action in reducing the rediscount rate of the Chicago Federal Reserve Bank the Federal Reserve Board has gathered up ammunition with a view of sustaining its position. Members of the board pointed out that Senator Carter Glass, who has criticised the board for its action in the Chicago case, went on record strongly when he was Secretary of the Treasury to the effect that the board had control of rediscount rates. Moreover, the Department of Justice then gave Mr. Glass an opinion to the same effect. The board has other legal backing for its position.

"Indications are that when the advisory council meets here Friday and Saturday the board will encounter criticism. It may also be attacked when Congress meets. But the board feels it is prepared to meet criticism and defend itself. One member of the board today declared that if the board could not control rediscount rates, then it might as well go out of business.

"It appears that the question of the power of the board over rediscount rates has come up repeatedly. On more than one occasion the board has decided to require a Reserve bank to reduce its rediscount rate, but until the recent Chicago case the matter has been smoothed over and the wishes of the board followed without an open clash.

"In view of the recent criticism of Senator Glass, members of the board are evincing keen satisfaction that, as Secretary of the Treasury, Mr. Glass sustained the position the board takes now, in a letter to the Attorney General December 4, 1919, asking an opinion. Mr. Glass took a strong stand as to the comprehensive powers of the board. M. C. Elliott, consulting counsel of the Federal Reserve Board, had given an opinion that the board could control rediscount rates of the Reserve banks. Mr. Glass sent a copy of this opinion to the Attorney General, declared the opinion of Mr. Elliott could have been made 'even stronger,' and asked the Attorney General for an opinion.

"In writing to the Attorney General, Mr. Glass, among other things, declared:

"My recollection is especially clear in regard to all of the circumstances connected with this feature of the Federal Reserve act and there can be no question of the intention of Congress to give the Federal Reserve Board complete power in the matter of fixing the rate of rediscount."

"Mr. Glass' letter is in the nature of a legal argument to show that the Federal Reserve Board has power to fix the rediscount rate. Among other things, he said:

"Since the rate was not necessarily to be uniform through-

out the country, the right to initiate and propose rates was given to the regional banks respectively upon the presumption that each bank would have intimate knowledge of usages and conditions in its own territory; but it was also intended that the Federal Reserve Board should have complete jurisdiction over the whole subject of rates, as it was realized by the proponents of the act that rate-making might, and frequently would, affect the commerce and industry of the entire country."

"After quoting from various passages in the act to sustain the view the board had power to fix rediscount rates, Mr. Glass said:

"Thus all through the act this complete power of review and determination and regulation of discount and rediscount rates is explicitly and implicitly given the Federal Reserve Board. Without it the board would be powerless to control operations of any regional bank in the system which might engage in transactions perilous to the entire system and to the commerce and industry of the country."

"The opinion of the Department of Justice was given to Secretary Glass December 9, 1919. It was given by Alex C. King, acting Attorney General. Mr. King, pointing out that the act gives the Federal Reserve Board power of 'review and determination' of rediscount rates, held the board could fix rediscount rates.

"Mr. King said the board had the authority 'to determine what rates of discount should be charged from time to time by a Federal Reserve bank, and under their powers of review and supervision to require such rates to be put in effect by such bank.'

"It was learned today that since his recent criticism of the board, at least one member of the board has confronted Mr. Glass with his opinion as Secretary of the Treasury that the board has power to fix the rate of rediscount."

EVER INCREASING IN INTEREST.

J. M. MALLORY, general industrial agent of the Central of Georgia Railway Company, sends us a copy of a letter from Charles Molony, president of the Wrightsville and Tennille Railroad Company, Dublin, Ga., asking Mr. Mallory if it was possible for him to furnish a copy of the Blue Book of Southern Progress for the six years, 1918 to 1923, knowing that the Central of Georgia has for some years purchased a large number of copies and distributed them through that section. In reply to Mr. Molony's request, Mr. Mallory wrote:

"We have been a constant subscriber to this publication from its first issue, but through constant use of the publication and lending it there are four or five numbers missing from our files. It may be the MANUFACTURERS RECORD can supply you with some of the back numbers requested, and I am sure they will do so if possible."

And to this Mr. Mallory added a suggestion to the MANUFACTURERS RECORD:

"The Blue Book has become so valuable and popular as a reference publication, that you will have to reserve a few copies of each issue so as to supply urgent requests for back numbers."

We have a file of the Blue Book for some years back and can supply a few orders where people may desire to have as complete a file as possible. As Mr. Mallory suggests, the Blue Book is becoming more and more recognized as a standard publication essential to all who want to keep in touch with the South.

POEMS ARE MADE BY FOOLS LIKE ME,
BUT ONLY GOD CAN MAKE A TREE.

—Joyce Kilmer.

IN the yard adjoining the residence lot of the writer at Daytona Beach, Fla., there was for many years a wonderful oak tree whose widespread branches made it the delight of the whole city. The writer tried in vain to add to his yard the little stretch of ground necessary to include that tree in his lot, and jokingly often said that he would feel like taking a shotgun to any man who dared to cut it down. The property was purchased a few years ago by a South American who, with apparent ruthless disregard of the glory of that tree, which had probably stood for centuries, began one day to destroy it, first by cutting off one of its great outstanding branches apparently as the preliminary step to its complete destruction. A little boy who was visiting in the writer's house and who had often admired that tree, when he saw the men begin their work of destruction rushed around the house and called everybody to the windows. Looking on the destruction that was going on, he turned to his mother and said:

"Mother, I would be willing to go down on my knees and beg Mr. Blank not to cut that tree down."

The work of destruction, however, went on; and then the little boy's righteous wrath rising, he again turned to his mother and said:

"Mother, isn't this a case in which you could say darn it?"

It was a case in which almost any language not profane might have been justified.

That case, however, was but typical of many others which from time to time are seen in all parts of the country. Sometimes city officials have no sense of the value of trees and either destroy beautiful shade trees or else permit others to do so. There is one street in that town which is known far and wide as one of the most beautiful avenues in America, magnificently shaded by glorious oaks which almost overlap across the entire street. No one ever sees that street without marveling at its beauty. There are few streets in America equal to it for its superb shade.

In the same city there is another street facing the river which might have been shaded to some extent in the same way had the city officials years ago realized the economic value as well as the beauty of shade. That street, bare and ugly, devoid of a single shade tree, catches the sun in hot weather without the benefit of any shade trees. It might have been made a cool and inviting shady street, adding enormously to the economic value as a business street as well as to the beauty of the city. But those in authority in early days failed to realize what might have been done.

There was in that section between Daytona Beach and New Smyrna one of the most beautiful, overarching, shaded drives to be found in America. Thousands of picture cards were year after year sent broadcast throughout the country to tell of this beauty spot that charmed every visitor. But highway engineers, seeking to make a straight highway, abandoned that beauty spot and cut a few yards distant a new highway which is bare of trees in that particular section and has no beauty except that it is nearly a straight line and a well-built road. But one of the glories of Florida's scenery was forever lost by their destructive work. Some way could have been devised to have left that long stretch of beautiful trees by making a road which would not have been so good for speeding, but which would have continued to maintain one of Florida's most glorious stretches of trees.

Throughout the South there has been a similar disregard of the value of trees in shading streets and highways. It is gratifying, therefore, to know that Mr. Walter Parker, of Fenner & Beane, New Orleans, has with the wide information

distributing facilities of that firm undertaken a campaign in favor of shade trees. In calling the attention of the MANUFACTURERS RECORD to this he well says:

"A shady Southern city is cool and comfortable in the summer; without shade just the reverse is true. One kind promotes business; the other retards it. I am trying to develop a new vision in the South."

In a circular which he has sent broadcast he writes:

"A railroad switchman at Yuma, Arizona, sweating in a temperature of 120 degrees, was asked how hot it got there in the shade.

"There ain't no shade," was his reply.

"The cotton-growing States are blessed in many ways. The soil is fertile. There is abundant rainfall. The growing season is lengthy. But what is best for the crops is not necessarily most pleasant for the people.

"The sun is hot during July, August and September.

"Shade over a cotton patch wouldn't do. But shade over the sidewalks in the cities and towns helps an awful lot.

"One little acorn, given a chance, can grow into a mighty oak, and under that oak there will be cool, shady comfort in the warmest of weather.

"A well designed and well made awning is worth its weight in gold when summer's sun beats down.

"In this respect the cotton-growing States could learn much from the Latin Americans who shelter the sidewalks and store fronts in their low altitude cities from the summer sun, in a most systematic manner.

"In any Southern States town, watch the expression on the faces of the people who must pass along sun-bathed sidewalks. And then watch the expression of relief when they reach some shady corner or some cool, shady side street.

"Shade, more shade, and still more shade would mean greater comfort for the people of many a Southern town. And it would mean better business for many a merchant.

"A little thought, a little enterprise in planting trees, and a little money invested in awnings will change many places from blistering spots into cool oases of comfort.

"The tree that shades us was planted by some one long ago. Should we not, in duty bound, plant trees for the comfort of those who will come after us?

"And should not the schools teach the boys and girls that most of the comforts they will enjoy in this life were prepared for them by those who have gone before, and that in gratitude they should leave behind them comforts for those who will come after?"

A BIG DEMAND FOR GOODWIN'S ADDRESS.

THE Industrial Defense Association, 7 Water street, Boston, through Edward H. Hunter, the secretary, writes the MANUFACTURERS RECORD in regard to the quick demand throughout the country for copies of Frank A. Goodwin's address on "Sacco-Vanzetti and the Red Peril," as published in the MANUFACTURERS RECORD, as follows:

"The demand for the Goodwin pamphlet, 'Sacco-Vanzetti and the Red Peril,' has reached proportions beyond our fondest expectation. We have to date had printed and distributed directly and indirectly approximately 35,000 copies, and orders for additional copies are daily reaching this office. This is a splendid article and if the persons requesting copies will follow our suggestion and contribute money in sufficient amount to cover cost and postage we will be able to print and widely distribute many additional copies. But it seems at this time that persons requesting this pamphlet in lots of four to ten are so busy reading it that they have forgotten all about the work the Industrial Defense Association, Inc., is endeavoring to do.

"This demand is largely due to the editorial printed in the MANUFACTURERS RECORD, and as secretary of the Industrial Defense Association, Inc., please let me congratulate you on having such a fine group of patriotic American citizens as subscribers and readers to your magazine.

"We will fill all orders for Goodwin's address."

We are glad to know that there is such an insistent call throughout the country for that address. It is well worth careful study of every one interested in the future of this country.

VIGOROUS EXPRESSION AGAINST THE McNARY-HAUGEN BILL.

DR. HARVEY M. WILEY gives to the MANUFACTURERS RECORD the opportunity of publishing a letter written by him to F. W. Murphy of Wheaton, Minn., criticizing the position of Mr. Murphy in favoring the McNary-Haugen Farm Relief bill. In the course of his reply, Dr. Wiley said:

"Why are the corn people raging like the heathen? I think I never can remember, except in the time of war, when corn commanded the wonderful price it does at the present time. Is there any reason why it should go higher? Corn in the markets of Chicago and in the local markets here in the East is selling for almost \$1.10 a bushel. If the McNary-Haugen bill had passed and corn had mounted to this unheard of price, this bill would have been given the credit therefor. I have grave doubts of the ethical efforts of a community which would deliberately try to force upon the people of this country the most gigantic fraud that has ever been proposed in the history of the country.

"The Bible says: 'Let the sinner bring forth fruits meet for repentance.' Let the Corn Belt make amends for this outrageous attempt on their part to defraud the American people. Then they can have sympathetic efforts for the improvement of farm conditions.

"As a large farmer myself, I know how important it is to have unified action. However, in all the history of my farming I never have received such a large sum for fat steers as I got this year, nor for any corn or other farm product which I have to sell. I have sold alfalfa hay for \$25 a ton, loose in the loft and hauled away by the purchaser. I have sold fat steers at a nearby market for 10 cents a pound, and I have sold corn at the highest price ever brought outside of war times. What farmers need is co-operation in marketing—just such co-operation as citrus growers in Florida and the fruit growers in California have arranged for. We need no such questionable legislation as a huge revolving fund to enable the exporters of corn to get a bounty on their export and thus raise the price of corn to the general consumer in this country. The present price of corn is the result of the natural law of supply and demand and no legislation of any kind that proposes to change the laws of Nature is valid."

SPEAKING OF "HIGH TARIFF WALLS."

FOLLOWING a visit of four months to Continental Europe, Edward J. Mehren, vice-president of the McGraw-Hill Publishing Company, Inc., describes the economic growth of Germany in the last three years as "astonishing." The industries, he says, are effectively organized, "the workers are fairly well satisfied and are working diligently, the general spirit of unrest and discontent has disappeared and, above all, there is a drive and a spirit of sacrifice and devotion among the leaders and managers of industry and trade that is inspiring."

Obviously, adds Mr. Mehren, Germany cannot consume at home all it produces, "but in foreign trade she strikes everywhere high tariff walls." Unfortunately for American industry, both employers and employees, however, stay-at-home Americans easily perceive that the American tariff wall is hardly high enough, or else is perforated with holes that should be plugged. Goods of every kind "made in Germany," and so marked, are pouring into the American market, made by low-price labor in competition with American labor working for American pay and living in American standards. Goods of every kind are pouring in from other European and Oriental countries, in equally successful and destructive competition.

All fair-minded men will be glad to see the other countries of the world improve economically in "astonishing" fashion. But fair-minded Americans will prefer to have other countries raised to the level of American wages, American incomes and American living conditions, rather than to have American employers and workers dragged down to the level of the near-pauper workers of Europe and the pauper workers of the Orient, in wages and in living conditions.

"CITIES GROW ACCORDING TO THE VISION OF THE BUILDERS."

THIS statement, worthy to be printed in every paper in America and driven home into the heart and mind of every business man, is one of the closing sentences of a circular-letter issued by the Association Bankers of Houston through its publicity committee, of which T. J. Caldwell is chairman, in connection with the plans to entertain the convention of the American Bankers Association which will meet in Houston in October. That committee is represented by many of the leading people of the city, with subcommittees on the entertainment of the ladies who attend the convention, on information and publicity, transportation, finance and many other things. The committee is evidently doing good work, for it is already beginning to send out many facts of interest in regard to Houston, and we hope it will soon follow this line of work by the distribution of facts of equal interest in regard to all Texas. The Houston committee says:

"Cities grow according to the vision of the builders. The unity of purpose, directness of action and a very high standing enthusiasm are the known attributes of Houston and its leading citizens. Faith in cities is faith in the individuals who make up the aims and ideals of the cities."

The wonderful growth of Houston proves that it has progressed in keeping with the vision and the broad work of its people. The progress of Houston through the development of its port has been one of the marvels of the age, in the receipts and exports of cotton, and illustrates the foregoing statement. Starting with 1920 with cotton exports of 69,839 bales, the shipments from August 1, 1926, to July 31, 1927, amounted to 2,551,439 bales. During the same period the receipts of cotton advanced from a little over 1,000,000 bales in 1920 to 3,580,290 bales between August 1, 1926, and July 31, 1927.

Some years ago Houston, which was on a stream known as Buffalo Bayou, had no foreign commerce. It was regarded as an inland city. Its people, however, determined to create a port, and the amazing increase in the exports of cotton and the general development of the city in the last seven or eight years proved the wisdom of those who insisted upon the vast expenditures necessary to turn Buffalo Bayou into a real harbor. The Houston ship channel, originally called Buffalo Bayou, by extensive dredging operations was made deeper and wider and bends were eliminated. The cost of this work was borne jointly by the Federal Government and the citizens of Harris county. The port facilities, such as docks, warehouses, railway trackage, handling devices, etc., were constructed at various times by bond issues authorized by the city and the Harris County Navigation District. The affairs of the port are directed by the Houston and Harris County Navigation District, the personnel of which includes five representatives, two from the city and two from the county and a chairman selected by city and county commissioners.

As a result of the rapid development of water-borne commerce, an extensive industrial development has taken place on the banks of the Houston ship channel. In this area there have been established 81 industries, at a construction cost of \$121,000,000. These include oil refineries, cotton compresses and warehouses, chemical works, grain elevators, a flour mill, cement plants, a molasses distributing plant and coal and oil bunking plants for the fueling of ships. In the statement issued by this banking committee, it is said that Houston is the largest spot cotton market, and the largest inland cotton port in the world. It is the second largest export cotton shipping center in the world, and has 22 high-density compresses and a warehouse capacity of 1,145,000 bales. The bank clearings of \$703,647,000 in 1917 steadily advanced, reaching \$1,881,000,000 in 1926.

THE NATIONAL DAIRY EXPOSITION AT MEMPHIS IN OCTOBER WILL BE OF NATION-WIDE INFLUENCE.

SOUTHERN agricultural leaders view as an event of the happiest significance the coming to the South of America's greatest annual agricultural classic—the National Dairy Exposition. The selection of Memphis for this great gathering of the nation's dairying forces is taken by agricultural observers at large as evidence that the nation at last has recognized the importance of the dairying industry in the South, particularly as regards future possibilities.

The twenty-first annual National Dairy Exposition will open its doors at Memphis on October 15, continuing through October 22, in conjunction with the Tri-State Fair. This means bringing before the people of the South for the first time the dairy show cows of the nation—the finest Guernseys, Jerseys, Holsteins, Ayrshires and Brown Swiss animals in the country. It means putting before the ambitious dairymen of the Southern States all the modern machinery, appliances, facilities and equipment having to do with successful dairying.

All that goes with this mammoth exposition, which is described as the largest agricultural event held in America every year, will come to the people of the South largely as a reward for the efforts of Southern development leaders to attract this big show to their section, and also to make conditions favorable to the holding of the exposition in this section. Working in this direction for years are such men as L. O. Crosby, president of the Mississippi State Board of Development; F. H. Abbott, general manager of the Georgia Association; Roland Turner and H. C. Bates, agricultural agents for the Southern Railroad; H. J. Schweitert, agricultural agent for the Illinois Central, and L. J. Folse, general manager of the Mississippi State Board of Development. The exposition should give the greatest impetus to Southern dairying development. Not only will the Southern people attract dairymen of other sections to their States through bringing them here to see for themselves the many superior dairying conditions, but the Southern dairymen themselves will receive new inspiration by viewing this mammoth presentation of everything that goes with successful dairying and profitable agriculture.

Many labor-saving devices will be exhibited—milking machines, electric separators, cow stanchions, concrete barn floors, coolers, milk testers, churns, cheese-making vats, creamery machinery, milk-plant equipment, trucks, etc. The United States Department of Agriculture will present an extensive exhibit to show how to produce milk better and more cheaply, but of chief interest to the Southern people will be the exhibit to be known as "Dairying in Dixieland."

Visitors at this exhibit will hear the "talking cow," the mysterious phenomenon which answers all questions, solves the dairymen's problems and explains why his balance sheet fails if he has kept books. This will describe the growth and possibilities in dairying in the 12 Southern States participating in this undertaking. Also, the States of the South will have individual exhibits portraying their individual dairying resources, and these booths will be in a solid section, giving the Southern States for the first time the benefit of a solid front in presenting their claims for recognition in dairying.

The exposition will draw dairy farmers and dairy products manufacturers from all parts of the country and special trains will be run through many States. The Tri-State Fair, to be held with the dairy exposition, is one of the largest fairs held in the country every year. It will present poultry, swine, horse and dog shows second to none.

The opening day of the exposition and fair—Saturday,

October 15—will be devoted to the students' national contest in judging dairy cattle. Exhibits will be formally opened for public inspection. The second day, Sunday, will find all exhibits and buildings open from 1 P. M. to 11 P. M. The third day will be Memphis Day, with an official downtown parade at 11 o'clock. On this day there will be a college students' judging contest, the 4-H Club boys' and girls' cattle judging contest, vocational students' cattle judging contest, grade and pure-bred cattle demonstrations and a three-act rural comedy. Tuesday, October 18, will be Tennessee-Kentucky-Texas Day, after which will come Mississippi-Alabama-Louisiana Day, then Arkansas-Missouri-Oklahoma Day, and Shelby county, Tennessee Day.

S. H. Anderson, general manager of the exposition, expresses himself as highly gratified at the outlook for a great success for the first visit of the dairymen of America to the South.

A BIG TOWN PLANNING SCHEME IN TENNESSEE.

JOHNSON CITY and Elizabethton (Tenn.) and the adjacent territory have set a wise example to hundreds of other communities throughout the country in the engagement of John Nolen and his associates to work out a great regional plan for the entire community. As told in a recent issue of the MANUFACTURERS RECORD, this will involve the location of main lines of highways, the allocation of land for various purposes, the selection of land for a big community housing project, the selection of sites for parks and playgrounds, and other work of this character. This city-planning undertaking has been made possible through the co-operation of the two cities named in connection with the building of great rayon plants which are being established by German capital in that vicinity.

The town or city which fails to take advantage of the opportunity of city planning, in order to make sure of avoiding some of the great blunders in the development of towns and cities, misses an opportunity to stimulate local pride and enthusiasm and to bring about conditions which will insure an expansion along well-planned lines. Today when gas stations are filling the land to an extent that one can only wonder how in the world they can all live, these frequently undesirable features of city life are often constructed at points which completely mar the harmony and beauty of the surroundings. Schools are sometimes badly located and towns are without parks, and they make no adequate provision for them, all because the narrow-minded vision of officials or citizens fails to see that city planning creates an asset of immense value to a community. The time has passed in America for the straggling method of town building where sometimes it seems to be a case of "every man for himself and the devil take the hindmost" so far as city beautification is concerned. Often schools are built at points where adequate facilities are not available for the students and where enlargement cannot be provided with the growth of the town. Often no provision is made for parks, for whites and blacks alike, and thus the things which would make for material advancement and for the ennobling of town and city life are ignored.

The MANUFACTURERS RECORD congratulates the Johnson City and Elizabethton section upon the good work involved in the city planning scheme and commends its example to other towns.

ONE reason for the gratification of all other sections in the development and progress of the South is that this prosperity is shared by all, and is not sought by, or confined to, the South itself, alone.

Exit, A Soldier of Prosperity.

ON July 14, 1921, when millions of Americans were on the verge of despair, a quiet, unassuming gentleman addressed the Ohio Bankers' Association and said:

"It is a fundamental truth that banking systems are designed to help business and enterprise, rather than that industry and enterprise are to help banks earn the largest possible returns.

"I cannot too emphatically say that I do not believe deflation in currency and credits can go hand in hand with a regime of high interest rates, without imposing great and dangerous hardships upon the people. If that be financial heresy or economic treason, make the most of it!

"Falling prices and high interest rates are never the twin sisters of prosperity; and no more for the public than for the general public. High interest rates and prosperity were never bedfellows."

So spoke Daniel R. Crissinger, then Comptroller of the Currency and a member of the Federal Reserve Board, of which two years later he was to become the Governor. He was arguing, as his chief purpose, that "some mechanism of exchange, credit or currency; or some combination of these elements, must be devised to give solidity and assurance to international trade in commodities."

The owner of many newspapers, in instructing his Washington staff by telephone what policy to pursue after Mr. Coolidge announced he did not "choose" to be a candidate to succeed himself, said: "What are the achievements of the Coolidge Administration? They are wholly financial. Mr. Mellon is responsible for these financial policies, on which account Mr. Mellon is the logical successor to Mr. Coolidge."

We should not care to take one modicum of credit from Mr. Mellon who has let his tongue speak naught but good of the blundering gentlemen who lashed this country into the panic of 1920, albeit his almost immediate action, when he obtained power, was to throw the policies of those gentlemen out of the window and substitute therefor his own program of sanity. But the fact remains that the financial policy which, of all others, has been determinative in the revival of prosperity has been the policy of the Federal Reserve Board since Mr. Crissinger became a member and Governor of the Board.

What he said in Cleveland he made national policy at Washington.

A great problem in recent years has been to provide easy credit for legitimate business and yet not have all the advantage thereof taken by speculators. It was Governor Crissinger who put into effect the system of reporting brokers' loans, admittedly the best device yet discovered to curb undue speculation and record its pressure. It was not until this year, however, that Governor Crissinger was able to see his dreams materialize. He had long believed that the Federal Reserve system could, and should, be used to aid the farmer. He had long thought that credit should be cheap each autumn, to help move crops to market, and his Cleveland speech had been a plea to devise some mechanism of credit which would permit Europe to purchase our surplus crops with facility.

This year, by some sort of miracle, conditions dovetailed into his design. Europe announced that it could not "go on" unless money was cheap in America. Our surplus crops needed a market and we had in the Federal Reserve system, since certain foreign bills had been declared eligible paper, the desired "mechanism of credit." Not only so, but it was safe, since brokers' loans were made public and open-market operations served as a sort of gyroscope, to have such easy money. So, by a single action, it became possible, under Mr. Crissinger's guidance, to (1) provide ample funds for moving crops at low rates; (2) accord Europe temporary credits

wherewith to purchase our surplus crops; (3) relieve the European situation so as to save a breakdown of the gold standard, and (4) demonstrate that there was a mechanism of credit for foreign trade already in existence.

That was an achievement of transcendent quality, but its greatest richness is its promise. Here is a way to give real farm relief, sanely and to the great benefit of all the nation. The experiment is in operation; the policy is at work. Never again, in all the years to come, will it be possible for the financial authorities to drive hard bargains in the fall and take a heavy toll of agriculture without all men knowing what is being done. Unless men forget, this means that the Crissinger policy is to be national policy in all the years to come.

His great purpose accomplished, without spectacularity, Mr. Crissinger has resigned his office and returned to private life. Many resented his ever having held his high post. They would have reserved it for some book-fed academician, of the type dominant while President Wilson was ill unto death and there was none to stop them in their ruinous activities. But this man, unknown before in the national and international field of finance, this man who asked nothing for himself and was content without praise, was to teach all the high financiers a simple lesson—the lesson that common sense is a universal solvent, that mere honesty and fairness are priceless in great as in little affairs, that he whose heart is set to serve, can serve, and serve so well that the value of his doing shall live after him, through years and years.

We view the retirement of Mr. Crissinger as a national loss. But for the policies which he has stood for, the economic world would be in a period of grave distress at this moment. We are not sure that another can bring to the office the qualities he possessed. They are not easy to find, for Mr. Crissinger much resembles Mr. Coolidge in his ability to get wise things done without many people knowing why they were wise or how they were done. Like Mr. Coolidge, too, he is not self-assertive. We can suggest, however, that the country will be fortunate to a degree if Mr. Coolidge can find a man capable of filling Mr. Crissinger's shoes.

Referring to the resignation of Governor Crissinger, a business man, in the course of a letter on the subject to the MANUFACTURERS RECORD, says:

"They say he is a small-town banker and does not know what it is all about, but he knows how the system can be used for the good of this country, safely, and his work has been of incalculable value. We now have in the board Platt, Hamlin and Miller, who helped to bring about the 1920 panic and are ready to do the same thing this year, because the situation was far and away more serious than ever will be told. So, by adopting the very policy which the MANUFACTURERS RECORD has all along maintained ought to have been adopted in 1920, the country and the world have been saved—sanely saved.

"I do not think New York cared particularly about helping the farmer, but the situation happened to make that the policy New York immediately wished. We ought to freeze that precedent into the nation's fixed policy.

"We centralize our man power for the national defense. Finance is the main bulwark of a country in time of war. We have to have centralized finance if we are to be a nation. It is simply whether that centralization shall be uncontrolled, through New York, or controlled through Washington, and then to draw up proper regulations for the method of control. Why, Glass and all his crowd have been doing nothing else but working for centralization of reserves, as witness the McFadden bill, but Glass apparently thinks he can have centralization and regionalization at the same time.

"Now, there is not any good reason at all why Texas should not enjoy just as low money rates as New York. Our vast financial strength should be spread to give the weaker sections the advantages of the strong sections, a theory that underlies all the movement for railway mergers. Then we

are, in fact, a nation, with national policies. How can we be a world financial power and have a dozen different policies, particularly when the Governors of most of the banks frankly admit that they do not know what it is all about and do not care?

"Out of this situation can be evolved a theory of practice of incalculable value to the whole country, if there is straight thinking."

SUGGESTIONS ABOUT MR. CRISSINGER'S SUCCESSOR.

UPON the announcement of the resignation of Daniel R. Crissinger as Governor of the Federal Reserve Board, the editor of the MANUFACTURERS RECORD sent the following telegrams, as expressing his profound conviction of the loss to the nation in Mr. Crissinger's resignation and the hope that the President will appoint some one in his place who will hold the Federal Reserve Board in the safe and sound lines in which it has been operating since Mr. Crissinger reversed the deflation policies prevailing under the administration of former Governor W. P. G. Harding, and those who joined him in the drastic campaign from which the country, and especially the agricultural interests, is still suffering:

Baltimore, Md., September 16.

Hon. Calvin Coolidge,
President of the United States,
Washington, D. C.

The resignation of Governor Crissinger of the Federal Reserve Board, just when he had succeeded in bringing about the action in compelling the reduction of interest rates largely for the benefit of the farmers of the country, is I think a national disaster. May I express the sincere hope that in appointing his successor you will select someone who is in hearty sympathy with the policy pursued by Mr. Crissinger and not anyone who was active in bringing about the terrific deflation of 1920, which resulted in the destruction of more than \$30,000,000,000 of farm values. Some of the men now in the Federal Reserve Board voted to carry out that policy which well-nigh bankrupted the agricultural interests of America and from which they are still suffering.

RICHARD H. EDMONDS.

Baltimore, Md., September 16.

Hon. D. R. Crissinger,
Governor, Federal Reserve Board,
Washington, D. C.

I have just learned from morning papers with profound regret that you have tendered your resignation. I wish it might be possible to induce you to reconsider it in the interest of national welfare. I regard your retirement from Federal Reserve Board as a disaster to the country and am so wiring the President.

RICHARD H. EDMONDS.

Baltimore, Md., September 17.

Hon. Calvin Coolidge,
President of the United States,
Washington, D. C.

In view of the statement in a New York paper that W. P. G. Harding, formerly Governor of the Federal Reserve Board, may possibly be named to succeed Mr. Crissinger, will you pardon me for suggesting that Mr. Harding's nomination would be resented by millions of Americans and I think by the entire farming interests of the United States. I imagine that a number of leading Eastern financial interests would favor his nomination, but the country at large would bitterly resent it as a slap in the face since the agricultural and many other interests regarded the drastic deflation policy inaug-

urated and carried out under Governor Harding's administration as one of the most gigantic financial blunders ever committed in human history.

RICHARD H. EDMONDS.

THE COTTON SLUMP INCIDENT NOT CLOSED.

NOTWITHSTANDING an order by Secretary Jardine that the bureau of agricultural economics of the Department of Agriculture "shall discontinue for the future statements for cotton which indicate price trends," it may be said to be highly advisable for Congress to enact legislation by which such unwarranted guesswork on any commodities by minor bureaucrats, or even high officials, shall be positively prohibited. While, apparently, there is no authority under law for any department or bureau or jobholder to make such forecasts, there is no prohibition against such activity, and such prohibition should be provided and enforced.

To place such power even potentially in the hands of a Government official is to invite dishonesty and to make juggling of the commodity markets profitable for some and highly costly to others. The opportunities for evil are so numerous and so patent that an incursion into details is not necessary. No one, we believe, has accused any Government official in the present case of having profited by the disastrous slump in cotton prices caused by the official statement that "it is likely that (cotton) prices will decline in the next few months," but the opportunity for profit for a dishonest official and his friends remains open, if specific prohibition of such "forecasts" is not enacted.

The incident is not closed by Secretary Jardine's order; indeed, the subject is merely opened. Such order, to cover all commodities, must be given through legislation by the Congress.

DR. EUGENE ALLEN SMITH.

GRIEF among his friends and genuine sorrow among those less intimately acquainted with him mark the passing of Dr. Eugene Allen Smith of Tuscaloosa, who recently went to his reward at the ripe age of 86, "full of honor and years," as the poet said. Dr. Smith was a great man in Alabama, and the influence of his life and teachings rippled out to far distances in all sections of the land.

In both spirit and activities, Dr. Smith's versatility was remarkable, but probably in no field did his work bear greater fruit than in the University of Alabama, in which "never was a man more beloved," as Dr. George H. Denny, president of the University expressed it. Among geologists, he was a leader; as an educator, he was a thorough and convincing instructor; as an example of Godly living, he was an inspiration; as a man, he was a modest, unassuming citizen, exemplifying the great truth, "Whosoever would be chief among you, let him be your servant."

Men like Dr. Smith are all too few in this world—yet, through the working of Divine Providence, even that "little leaven leavens the lump." Dr. Smith's lot was cast in a modest circle; but his good has radiated to far corners.

REPORT has it that the Senate will be called into special session in October to settle two political contests over seats. Which still will leave the Executive and Legislative branches eight months in which to prepare to protect the territory and people of 1,200,000 square miles against the floods due next spring.

EVEN a four-million advertising campaign for the apple hardly will undo the evil originally caused by Eve's indulgence in that fruit.

Resources and Responsibilities of America, Our Achievements and Our Dangers.

By DR. HENRY MACE PAYNE, Consulting Engineer, the American Mining Congress, Washington, D. C.

[In these days of socialistic agitation, not only among the rank socialists and Red aliens, but also the socialistic agitation emanating from some pulpits, found in many newspapers and in many colleges, we commend to our readers the following address by Dr. Henry Mace Payne. Dr. Payne has not only had wide experience in studying these problems in America, but likewise in studying them firsthand in Europe. He was for some years consulting engineer of the former Czar of Russia. He knows the conditions prevailing in Europe at that time and the character of the socialists of Europe now. The figures which he gives in regard to the cost to America of maintaining in hospitals and insane asylums aliens who should never have been permitted to enter this country illuminate our shortsightedness for many years in throwing wide open our doors to the off-scourings of other lands. Many splendid men and women have come to us from foreign countries and have helped to make America what it is, but the number of this class is exceeded many times by those aliens unfit for entrance into America—alien in thought and in language and alien in everything which makes for the upbuilding of America.]

Some years ago the writer heard a well-known college professor, who came as an immigrant from Italy, in an address in a church in Baltimore in behalf of immigration, say that since the heavy emigration of people from Sicily to the United States there had been a tremendous improvement in the moral and financial condition of those left in Sicily, and he attributed this to a greater amount of work available for a smaller population in Sicily, without any regard whatever to the change in the economic condition which brought this about. At the close of his address, he was asked by the editor of the *Manufacturers Record* if he had taken into account the fact that most of the Sicilians who had come to the United States were of the Mafia—criminals at heart, criminals in Sicily and criminals when they landed here—and that the reason for the better conditions in Sicily was because of the emigration of these many thousands of criminals. He frankly admitted that he had never thought of the matter in that light. His inability to think on all sides of the question is in keeping with the inability of many American people to understand and grasp the significance of the movement now under way, designed for the express purpose of breaking down the American government.

Our colleges are full of men and women who never ought to be permitted to spend a single day in teaching the young people of this country, and among the students there are, as stated by Dr. Payne, over 200 so-called "liberal" clubs, poisoning the minds of the students in every possible way and breaking down much of the moral restraint upon which the future life of America must depend.—Editor *Manufacturers Record*.]

One of the earliest principles which we learn in school is that "action and reaction are equal and opposite in direction." This principle holds true in national affairs, as well as in mechanics. That nation which possesses the greatest wealth of natural resources will be the target of the combined forces of envy and jealousy and, the more successful and prosperous a people become, the greater will be the malice and hatred of those less fortunate.

It is especially fitting at this time, to pause and take stock of our resources and our heritage; for, September 17 marked the 140th anniversary of the approval of the Constitution of the United States.

That document, from which we derive our form of government, is the product of the greatest individual group of intellectual giants ever dedicated to the service of mankind. Of the 85 members composing the Constitutional convention, 39 had been members of the Continental Congress, 31 were lawyers and eight had already helped to frame the Constitutions of their own States, while Washington and Franklin, Hamilton and Jay, Pinckney and other gifted students of world history, cognizant of the weaknesses of former and contemporary governments, combined their wisdom and their judgment, and produced the Constitution of these United States.

Guided by its beneficent provisions, we have achieved a world leadership in industry, a degree of national prosperity, a height of power development and a standard of living which have made us the envy of every nation, and the desired goal of every ambitious laborer. Originally the haven of political and religious refugees, we eventually became also the hiding place of the world's escaping criminals. Soothed by tales of oppression, and for many years induced by pleas for safety, we admitted the off-scouring of Europe to the Land of Opportunity.

At last, we awoke to the fact that our jails and our asylums were packed to overflowing with foreign-born, fed and housed at our expense as taxpayers. Seven and one-half per cent of the total revenue of these United States is used in caring for these degenerates and dependents, of foreign

stock. In some States, 30 per cent of the taxes goes for this purpose. So, in self protection, we passed a restrictive immigration bill, providing for examination of prospective immigrants at the ports of departure, with a limitation or quota, to be admitted in any one year. Immediately, and ever since, certain small nations have protested our selective immigration program on the ground that "such action deeply wounds the pride of their people, and strongly affects their material welfare."

What of it? Must we add to our asylums and populate our penitentiaries with the scum of Southern Europe in order that their pride may not be wounded? Shall we admit their riffraff to spare their governments the expense of building a gallows on which to hang them?

And what about our material welfare? Sixty-four per cent of the inmates of our asylums and our penitentiaries are alien and foreign born, admitted before this law went into effect.

We have heard a great deal lately about Sacco and Vanzetti. From the noise made by foreign interests, one would infer that men are executed in America on suspicion alone. Yet, these men, avowed anarchists, crying to the moment of their death, "Down with the law!" invoke that very law to its utmost, to save their lives. And right here in America, while this is going on, we find graduates of some of our largest universities, making public speeches unmolested and saying that the judge and jury were crazy; that the trial was an infamy and calling on their fellowmen to rise and overthrow the Government. We find petitions of half a million names offered to thwart justice and so bring our courts into disrepute. If ever criminals had every advantage of every legal technicality, had extra-judicial testimony made available, had their cases considered and reconsidered, these men did. In Russia or Italy or France, had an American dared to criticize the Government; dared to defy their courts; had the temerity to publicly decry their judges; or, even approach so treasonable an action, summary execution would have been his portion.

So, we have the American Civil Liberties Union and a

host of other organizations, leading the fight to make America "safe for the Reds," trying to tear down our institutions and to destroy that which they are incapable of creating. Such work is not confined to the uneducated classes alone. We read in the daily press of the Fellowship of Youth for Peace, the Federal Council of Churches, the Young Workers' League of America, the League for Industrial Democracy, and many other organizations created for the sole purpose of "boring from within"; organizations which have succeeded in heading their rosters with a scattering of college professors and publicity divines to lend respectability, but whose avowed aim is to decry the activities of the Boy Scouts, the Sons and Daughters of the American Revolution, the War Veterans' organizations, and similar bodies for the maintenance and upbuilding of American institutions. These pacifist preachers who shout for disarmament and tell us how "blessed are the meek" are the first to call for the army and navy to protect their missionaries in China.

We all abhor war. In 1913, President Jordan of Stanford University delivered a thesis on the impossibility of another World War. But, that war came and 25,000,000 graves mark its course. Today, Soviet Russia has the largest standing army in the world. Its emissaries, pink and red, parlor socialist and bolshevist, encouraged by publicity-hunting clergymen, weak-kneed college theorists, sobbing feminists and misguided philanthropists, are in college and factory, church and school, advocating reforms, uplifts, legislation and disarmament—indeed, I could go on indefinitely with the ramifications of the movement which is so actively being promulgated for the destruction of our social, moral, educational, financial and governmental institutions.

I am concerned particularly with that phase of socialism which most vitally affects the welfare of the South; whose continued action will most seriously retard or wholly stop industrial development in this great empire of natural resources. If we permit our railroads to be harassed; if we consent to the locking up of our vast waterpower for private use rather than distribution of power for the public good; if we continue to centralize political power in Washington and to abrogate our sovereign rights to a paternal Government, we shall find the administration of our affairs delegated to still greater tax-spending agencies and commissions, with more bureaus and more laws, higher cost of living, and industry stagnant.

Socialism arrives not alone by revolution, but also by the insidious invasion of the Government in business. A government may be destroyed by secession, or by building up a great Federal bureaucracy to handle every detail of the States' affairs, from child labor to an inheritance tax, and from the manufacture of fertilizer to compulsory consolidation of railroads.

We have only to look about us to see on every hand the evidences of our industrial supremacy. This world leadership is the fruit of intelligent power development, with skilled direction and mass production, paying the highest wages in the world, our workmen enjoying a higher standard of living than ever before. The American workingman's children of today study their lessons by electric light and are carried to school in an automobile bus, fed warm lunches by a zealous parent-teachers association, while the father of the family, in 44 of our 48 States, is protected by group insurance and the mother receives the cooperation of maternal welfare organizations. This progress is not the result of legislation; it is the natural outcome of adherence to economic law. Yet, the socialist insists that the solution of poverty is to tear our social fabric to pieces and to equalize wages and opportunity.

The whole matter of granting police power by the addition of amendments to the Constitution, giving the Federal Government control, or of forcing States to adopt a system

of inheritance taxes to satisfy Congress, is breeding indifference to law and destroying the sanctity of government itself. Government was not created to engage in business, but to secure and assure safety and happiness. It is natural that every business agency should seek to increase its power, strength and domination; but, the Federal Government, the worst offender in that respect, is not a business agency, and should not enter into competition with its own citizens.

For example, why should a government engage in the development of power projects for a cash return, with which to recoup expenditures for flood control, irrigation, or navigation? Each of which is a government function, not measured by the cost involved, when performed for the well-being and safety of its citizens. In the 25 years since the fixation of atmospheric nitrogen began at Niagara Falls, we have seen the "arc" process of taking nitrogen from the air by electric discharge, followed by the Cyanamid process, and it in turn supplanted by the synthetic ammonia process, under which method nitrogen is produced at one-fourth the cost of the "arc" process. This means that Muscle Shoals, for many years a political battleground, passes entirely out of the picture as far as the manufacture of fertilizer is concerned, and may rightfully be considered as a source of power for Tennessee, Alabama and Mississippi. Of still greater importance to the farmer, who now pays for 16 pounds of plant food in every 100 pounds of commercial fertilizer, under the new methods of manufacture we shall have fertilizers in which one element acts as the carrier for another, and a 64 per cent plant food fertilizer as a result.

In the last ten years the wealth of the South has increased by \$30,000,000,000. Half of all the coal mined in the United States last year came from five Southern States. Back of this have been the railroads. If electricity is the master of mass production, railroads are the great producers of mass transportation.

We have in the United States 250,000 miles of railroad, 400,000 miles of track, which comprises 35 per cent of the world's railroad mileage, and upon it we haul 60 per cent of the world's business. Our railroads pay over \$44,000 an hour in taxes, yet also share in the cost of building and maintaining good roads. Our freight haulage has tripled and our passenger haulage doubled in the past 25 years, until today we haul an average of 152,000 tons of freight and 98,000 people every hour of the day. With our national population increasing at the rate of 5,000 per day, we may, indeed, regard the welfare of our railroads with serious concern.

Where a few years ago a week's labor was required to produce 20 bushels of wheat on an acre, one and a half days' labor now produces the same amount. During the past year we have learned that sulphur, copper, manganese, zinc, arsenic, and other minerals are important elements in plant and vegetable growth, and their introduction into the soil, in varying quantities, will increase yield and quicken development. With these and a thousand similar discoveries and inventions continually evolving around us, can we as business and professional men ignore the fundamental principles of industry, or the basic duties of citizenship?

To preserve our priceless heritage to ourselves, our children and our children's children, we must:

(a) Be on our guard against bureaucracy and Governmental interference in business;

(b) Uproot more than 200 "liberal" clubs in our colleges and universities, where our sons and daughters have their minds poisoned by cleverly disguised socialist propagandists, and where no conservative or patriotic speakers are permitted;

(c) Remember that unless we develop and distribute the power resources of our great streams by private initiative over the widest possible area, we are depriving industry and labor of their fullest development;

(d) The alien should be required to register. The anarchist should be deported now. We should lay down the prin-

ciple that there is no greater privilege in the world than that of American citizenship. Every man who comes should bring with him some qualification to justify his admission.

(e) We should co-operate with the National Association of Manufacturers in its campaign for representative suffrage. "Vote as you please, but vote," is the slogan. From 80 per cent of the eligible voters in 1896, the performance dropped to 49 per cent in 1920. The situation is grave. The country's standing is at stake. The whole radical bloc in Congress was elected by a majority of a minority.

Shall we not, with the great storehouse of resources which the Almighty has placed at our doors, with the marvelous scientific and educational advantages which are ours, assume our just responsibilities for the preservation of the Constitution and the welfare of the United States?

Eleventh Exposition of Chemical Industries.

The Eleventh Exposition of Chemical Industries, which will be held in the Grand Central Palace in New York during the week of September 26 to October 1, will serve as a mile post in marking off the year's progress in applying the discoveries of chemical and physical science to the needs of mankind. During the decade spanned by the preceding ten expositions such progress has been made in this country by industrial chemistry that we have passed beyond that stage at which we recognize the importance of chemistry to industry, and have entered the stage at which we commonly speak of the dependence of industry upon chemistry. When one of the outstanding figures among the passing generation of industrialists was asked how, in his opinion, large amounts of money could best be made today, he replied, "In my time the way to do it was through control of natural resources. Today it can best be done through control of chemical processes."

That laconic statement accurately expresses the new attitude of financial men toward the mysterious reactions that go in the chemical laboratories. In the graphic phrase of Dr. John E. Teeple, money is becoming educated; and as rapidly as it becomes sufficiently erudite to receive its Doctor's degree in Recognition of a Good Thing it goes off in search of the good things that simmer in test tubes.

Step for step in the advance of industrial chemistry the annual chemical expositions have kept pace. To them from year to year have come an endless variety of manufacturers, exhibiting the latest developments in chemical products and in equipment for chemical processes of manufacture. To them, likewise, have come hosts of chemists, engineers, buyers of chemical equipment and products, and executives of great industries, all intent upon studying the latest advances in various branches of the science. The expositions have become the great meeting ground of the producers and consumers of hundreds of chemical products.

At this writing little information on the year's exhibits is to be had. The Southern Railway has announced that it will have on display "the most comprehensive exhibit of the chemical and mineral resources of the South that has ever been made."

A feature of the Exposition of considerable educational value is the Students' Course of Industrial Chemistry and Chemical Engineering. The course is open to students in chemistry or chemical engineering; to those who have completed their courses and wish to refresh their minds upon technical details, and to the teaching staffs of schools and colleges. The students will be divided into groups according to their chemical training, from beginners to advanced students.

Of an especially education character, also, will be the exhibits of the American Ceramic Society; the American Chemical Society; the National Safety Council; the U. S. Department of Commerce; the U. S. Department of Agriculture; and exhibits of other educational organizations.

\$20,000,000 Building Program at Tulsa.

Tulsa, Okla.—Building activity in volume is under way here. New bank and office buildings, stores, schools, churches and allied structures, industrial plants are included in the program. In addition, big sums are being expended for remodeling and extending existing structures. Municipal improvements are keeping pace with expansion in other lines. A brief survey of major operations under way shows that the investment will total more than \$20,000,000, and this does not include hundreds of small structures and a number of big projects pending.

The building situation here is summarized as follows:

Newly announced or just starting.....	\$4,850,000
In course of construction.....	6,150,000
Completed since January 1, 1927.....	2,280,000
Industrial projects in and around Tulsa.....	960,000
Small building projects.....	3,500,000
Sewer and paving work.....	2,500,000
Total	\$20,240,000

According to Charles Schultz, city engineer, Tulsa will spend this year at least \$2,500,000 for new sewers and paving. Bids will be received about September 30 for approximately 50,000 yards of paving, estimated to cost more than \$200,000. Part of the paving will be 2-inch asphaltic concrete over 5-inch concrete base; part will be 2-inch asphalted concrete over 2.5-inch asphaltic binder to be laid on a lime-rock base already in place, and part will be plain 7-inch concrete. At the present time public improvements are under contract and partly finished that will necessitate the expenditure of \$1,500,000. The city has available about \$557,000 from sewer bonds, which will probably be taken up in contracts yet to be awarded in 1927.

Buildings completed this year include: Auto Hotel, 313 South Cincinnati street, \$200,000; Allen & Scott, warehouse, Tenth and Cincinnati streets, \$80,000; Roy W. Page, storage and warehouse building, Thirteenth and Elgin streets, \$400,000; Sidenback Clothing Company, 519 South Main street, \$1,000,000, and Tulsa Trust Building, \$600,000.

Among the large buildings now under construction are the following: Boston Methodist Episcopal Church, Thirteenth and Boston streets, C. C. Cole, chairman of the building committee, for which W. S. Bellows of Dallas and Oklahoma City is the general contractor, \$800,000; Medical Arts Building for Dr. C. W. Day and associates, Long Construction Company, general contractor, \$800,000; McBirney Brothers, Third and Main streets, 10-story building, \$450,000; Tulsa Club and Chamber of Commerce Building, Fifth and Cincinnati streets, Long Construction Company, general contractor, \$600,000; Waite Phillips Building, Fifth and Boston streets, 22 stories, \$2,500,000; Commercial Investment Company, 618 South Main street, Hughes Mitchell & Quinn, general contractors, 7-story, \$400,000; and Morningside Hospital, Twelfth and Utica streets, \$600,000.

Proposed buildings include: Public Service Company of Oklahoma, 6th and Main streets, 6-story, \$250,000; Oklahoma Natural Gas Company, 7th and Boston streets, 10-story, \$450,000; Cortaze Hotel, 2d and Boston streets, 12-story, \$750,000; Mincks Hotel, 4th and Cheyenne streets, 14-story, \$500,000; Hunt Brothers, 4th and Main streets, \$400,000, and Exchange Trust Company, Fourth and Boston avenue, 24-story, \$2,500,000.

Industrial projects recently completed and now under way in Tulsa and vicinity include: K. C. Provision and Supply Company, \$100,000; Crane & Co., warehouse, \$30,000; Frick-Reid Supply Company, \$60,000; Slater Brothers, Sand Springs, shops, \$250,000; Iowa Fiber Box Company, Sand Springs, box factory, \$120,000; Emsco Derrick Company, Sand Springs, \$100,000, and Sand Springs Bleachery, \$300,000.

How Shall National Safety Be Preserved?

By HENRY C. ROWE, Westerly, R. I.

[Mr. Henry C. Rowe, the writer of the following article, a leading business man of Westerly, R. I., and of Daytona Beach, Fla., has presented with force the need of preparedness on the part of this country against possible war dangers in the future. For years the Manufacturers Record has been an insistent advocate of preparedness. Never was there a greater need for preparedness than at the present time. Here and there throughout the world there are conditions which, at any moment, might bring forth a fearful conflict and we need not expect to escape the danger of having war forced upon us some day, notwithstanding all the talk of the pacifists against preparedness. The pacifists in the past have been responsible for the death of hundreds of thousands of soldiers whose lives might have been saved if we had been prepared. Pre-eminently true was this the case in the World War. In the Revolutionary War we were unprepared, as in all other wars in which this country has been engaged, despite the persistent warnings of military authorities whose lives are staked in saving our country from such fearful losses as we have had to endure through unpreparedness in former war periods. Let us not make the mistake again. We do not believe that this country and Great Britain will ever be engaged in war. That seems unthinkable. It would be a world cataclysm, but there are many other countries with which we might become engaged in war and Mr. Rowe has stated that case strongly in the closing paragraph of his interesting article.—Editor, Manufacturers Record.]

It is now time to consider what is the meaning of the recent world-wide propaganda to delay or prevent the proper execution of the criminal laws of this country in the case of two flagrant murderers whose attorneys introduced into their trials the feature of their being anarchists, for the deliberate purpose of arousing opposition throughout the world to the execution of our criminal laws, and of securing contributions of funds to delay the course of justice, and to furnish them a large remuneration for their propaganda promoting world-wide prejudice and ill will against the United States.

It is not difficult to understand the motives of these attorneys, or of anarchists and Bolsheviks who desire to discredit all administration of lawful government, and who employ assassination, bombing, dynamite explosions and all other possible methods, no matter how fanatical or inhuman, to advertise and exploit their ambitions; but the question arises: Why do many leading European newspapers attack the administration of legal justice in the United States, and say that the Governor of Massachusetts ought to have shown clemency to these murderers because of the delays in the execution of their sentences during the past seven years?

The editors of these important newspapers in Great Britain and other European nations are not ignorant and fanatical. They know that the criminal laws in the United States afford ten times the opportunity for appeal that are permitted by, for instance, the laws of Great Britain. They know that these criminals would have been executed at least six years ago, instead of having had all the opportunities for appeal that our laws have afforded. They also know that these delays were not due to the prosecution, but to the efforts of the criminals and their attorneys to secure an escape or evasion of justice on any terms, no matter how false, trivial or technical. These editors know that criminal lawyers in this country are often able to secure the escape of murderers and other criminals from the results of their crimes through the excessive leniency of our laws, and that the results of the practices of these criminal lawyers is to leave the law-abiding members of society in peril for their lives and property.

Why, then, do the intelligent editors of these European newspapers revile and vilify the administration of justice in the United States and imply that sufficient opportunity has not been given to these two inhuman criminals? It is no mystery why anarchists revile the administration of justice anywhere, because they are opposed to all law and order; but why do the intelligent editors of some of the leading newspapers of Great Britain stir up prejudice and enmity toward the United States in a cause in which they know that they would approve the prosecution, if the murders had been committed in Great Britain instead of in the United States?

Can we find in history an answer to this question?

In 1861, when the question of recognition of the Southern

Confederacy was under consideration in Great Britain, John Bright said:

"I advise the people of England to abstain from applying to the United States doctrines and principles which we never apply to our own cases,"

This is reasonable, and it applies to the present problem as much as it did to the question of the recognition of the Southern Confederacy.

Why did the governing classes in Great Britain ridicule and vilify Abraham Lincoln during our Civil War, and build and equip privateers such as the "Alabama" to destroy the commerce of the United States, which had become a formidable rival to that of Great Britain?

Why did they desire the division of the United States into two antagonistic sections, rather than to favor the maintenance of the Union, when they knew that the success of the Union arms would mean the abolition of slavery, and when they had been advocating the suppression of slavery elsewhere?

Has not Great Britain, throughout the history of the past 300 years, issued propaganda and stirred up prejudice against every nation which has seemed to threaten her supremacy either in commerce, naval power or extension of her dominions?

When Napoleon gave France the best government that she had ever had, and her prosperity and power were rapidly increasing, did not Great Britain persistently create enmity against France by diplomacy, propaganda and subsidies, to induce the other nations of Europe to make war against France until her threatened rivalry of England was overcome? She even destroyed the Danish fleet at Copenhagen, although it alone could not be considered a rival to hers.

Did she not pursue a similar course toward Spain and the Netherlands in the time of Elizabeth, when she permitted her subjects to fit out privateers or pirates without declaration of war, to waylay and capture the richly laden Spanish vessels from the West Indies, and to waylay the similar vessels of the Dutch from the East Indies, before any hostile declaration had been made?

In short, has there been any great nation in the past 300 years that has seemed to rival the supremacy of Great Britain in commerce, naval power or extension of territory, that has not incurred the hostile propaganda of Great Britain?

We desire peace with all English speaking people, and with all the world. We do not believe that Great Britain or other nations now desire war with the United States; but envy is a powerful motive among nations as among individuals.

Could it be possible that Great Britain would be willing to see the power and influence of the United States diminished or crippled if this could occur without any overt act or open hostility between Great Britain and this nation?

Would she, in short, like to see her chestnuts pulled out of the fire by some other nation or nations? If not, why does her press stir up prejudice against the United States, just as it did against Abraham Lincoln and the North in 1862, and as she always has against other nations which seem to stand in the way of her naval and territorial supremacy.

We do not intend to imply that national jealousy is confined to Great Britain. Do we not know that all the nations to whom the United States has made loans during the recent war harbor envy against us, and some of them incline to the feeling that these loans ought to be regarded as gifts or contributions, although they did not ask for them as such when the loans were made?

The writer is no enemy to Great Britain. He believes that there is, and should be, the strongest sympathy and friendship between these two great nations. In what I have written, I have alluded to Great Britain as an illustration, and not as an enemy. I have no wish to be a prophet of evil, but to consider the possibilities of the future in the light of the past. We must analyze the emotions of nations, as well as the emotions of individuals. Before the dominions of Rome extended over most of the known world, as those of Great Britain do now, the sentiment of Rome in regard to her rival was "Carthage must be destroyed."

In 1910 it was said that a great war would never again occur, because humanity had progressed in character and intelligence and because, with modern methods of destruction, war would be so terrible that it could never occur. What was pronounced impossible in 1910 did occur in 1914.

We do not believe that Great Britain, France or Germany desires war with anyone at this time, and we hope they never will; but sometimes wars occur when they are not desired. Sometimes they start without invitation and extend without just reason. We know that there are dangerous elements abroad. The Russian Soviets make no secret of their evil intentions against all organized government, particularly that of Great Britain, and are diligently extending their influence and example among the hundreds of millions of the people in China. The Dictator of Italy makes no secret that he wishes to increase the territories controlled by Italy, even at the cost of war.

How do we know when war may break out, and how far it may extend, especially if the United States has the ill will and jealousy of most of the nations of the earth?

It is now polite, diplomatic and popular to say that a war between this country and Great Britain is impossible and "unthinkable." We all hope that it will prove so, as regards Great Britain and every other power; but is it not prudent for the nation which is more envied, and therefore disliked, than any other nation on the globe, to be prepared for defense?

Is there any precaution which would be as likely to prevent the United States from being attacked, either from without or from within, as to be adequately prepared for defense? Before the World War it was known that we were not a military people, and had a very inadequate military equipment. It was thought then that Japan might desire to take the Philippine Islands from us. There seemed to be some reasons for such apprehension; but after the United States proved its potential military and naval resources it has not been thought that Japan is likely to favor any aggression toward us.

We will not attempt here to decide what portion of the defense of this nation should be borne by airplanes, submarines, poison gas or the standard naval and military resources and appliances which were employed in the World War, but it seems obvious that whatever means are the best suited to provide a successful defense should be prepared and ready, because the ultimate result of the next war may probably be practically decided soon after its commencement. The

wars of 1866 and 1870 were promptly decided, and that of 1914 came very near to being so. Observers of history believe that there were many critical days in that war. The means of attack are now beyond all comparison more effective and deadly than they were in 1914. A nation prepared for war will hereafter have more advantage than ever before.

When the Germans disregarded the "scrap of paper" and invaded Belgium the writer said that the United States ought immediately to prepare for war, so that she would be ready in case war were thrust upon her, and I believe now that we should prepare every department of defense, and that this will be the most effective prevention of war and, at the same time, the only effective protection if it should occur.

\$5,000,000 Plant for Tampa Electric Company Will Be Part of Big Expansion Program.

In connection with its recent purchase of 22 acres of land on Hooker's Point, Tampa, Fla., for the erection of a big new power plant, the Tampa Electric Company will expend more than \$5,000,000 for the construction of the proposed plant, according to a telegram from Peter O. Knight, president of the company. Contract for construction has not been awarded as yet, nor has it been determined when work will begin, although Stone & Webster, Inc., of Boston, Mass., will build the plant when it has been decided to go ahead with it.

As announced in the MANUFACTURERS RECORD of September 8, the construction of the proposed power plant is a part of a big expansion program to meet the demands for electric power in the Tampa territory. In addition to furnishing power for Tampa requirements, the company is now supplying power to Plant City, Winter Haven, Port Tampa, Oldsmar, Mulberry and several large phosphate companies in the district. The continued industrial growth of the city and surrounding territory makes the construction of a new power plant imperative, as it is said there is not sufficient room to build an addition to the present plant on the Hillsborough River.

According to a survey made by the Stone & Webster organization in the spring of 1925 to forecast the future of the city and territory, the conclusion was reached that Tampa's population would be 350,000 in 1935 and 650,000 in 1945. Since the survey was made, the Tampa Electric Company has expended a considerable amount of money to build a foundation to take care of the increased population. The purchase of the new site, which is said to have cost \$450,000, is in line with its plans to increase its facilities as the demand for its service grows.

Bids Invited on \$1,750,000 Telephone Building.

Oklahoma City, Okla.—Bids will be received until September 26 by the Southwestern Bell Telephone Company, St. Louis, for the superstructure of its new building here to cost from \$1,500,000 to \$1,750,000, exclusive of equipment, the latter estimated to cost \$1,250,000. The new building will be 100 by 140 feet, 10 stories, with four-story tower for the present, on a foundation to carry 22 stories. It will be fireproof, of steel frame construction, with concrete fireproofing, brick exterior and stone trim. Floors will be of concrete and the roof of tar and gravel. Layton, Hicks & Forsyth of Oklahoma City are the architects associated with I. R. Timlin, St. Louis, company architect. W. J. Knight & Co., St. Louis, are the structural engineers; Louis Leffler, Oklahoma City, mechanical engineer and H. H. Morrison, Oklahoma City, electrical engineer. The Westlake Construction Company of St. Louis is building the foundation of the structure.

Federal Inheritance Tax to Be Vigorously Fought.

AN ORGANIZATION FORMED TO OPPOSE THIS AND OTHER FEDERAL CENTRALIZATION ACTIVITIES.

[Special Correspondence Manufacturers Record.]

Washington, September 19.—An organized drive to secure repeal of the Federal estate tax will be made in the next Congress by the National Conference of State Legislatures, an organization which will be dedicated to the preservation of States rights and which will officially come into being on October 31. Fifty-five delegates officially representing 37 States recently met here at the call of Lee Satterwhite, former Speaker of the Texas Legislature, and formed themselves into a committee and proceeded to formulate plans for an organization, which will be attended by about 25 Governors.

The delegates approved a constitution outlining the purposes of the Council and selected officers to serve until October 31, as follows: Lee Satterwhite, president; Phil A. Bennett, Lieutenant Governor of Missouri, vice-president; secretary, Thomas A. Hill, ex-Speaker of Arkansas Legislature; William H. Blodgett, tax commissioner of Connecticut, and Gilbert Morgan, member of the Ohio Legislature.

While the purpose of the Conference will be to check the growing tendency toward further encroachment of the Federal Government on the sovereignty of the States, at the preliminary meeting it was decided that in the immediate future it should concentrate its effort to secure repeal of the Federal inheritance tax. By levying this tax, it is felt, Congress has transcended its legitimate sphere and is robbing the States of a source of revenue to which they are entitled. To that end, President Satterwhite appointed a committee which will lay before the House Ways and Means Committee, shortly after its meets here on October 15, the program of the Conference, and request that the estate tax be erased from the Federal statute books. Partisan and sectional lines were erased at the preliminary meeting.

In calling the council to order, Mr. Satterwhite outlined the purposes of the meeting in these words:

"We have witnessed with growing concern the swift centralization, especially since the World War, of governmental powers at Washington. We have seen the rapid growth of Federal authority and bureaucracy. With increasing uneasiness, we have beheld the extension of Federal control, supervision and meddling into fields remote from the base of national jurisdiction, until today Federal power, Federal authority, Federal Government have encroached so far upon the rights of our State and local governments that those governments bid fair soon to become only appendages to an imperial republicanism centering in this city.

"We have come here to inaugurate a movement which has for its prime purpose a challenge and a check to the untoward centralization of power at Washington. Let us keep before us the thought that the vast powers which the Federal Government has taken unto itself today are derived from the people of the various States we represent. The people, in generosity, have given; the people, if necessary, can take away. This recall can be accomplished through the orderly processes of government provided therefor.

"The Federal tax collectors have sped to fields regarded from time immemorial as the preserves of the States themselves and stripped from them, in Federal taxes, the finest of their sustenance, leaving the owners of those preserves to survive as best they may, on what the central government has seen fit to leave them. They have oppressed, by undue taxation, the people of one State to aid in financing ambitious plans and schemes of Federal aggrandizement in other States; they are threatening today to destroy the last vestige of State sovereignty over the taxation of State populations. That happens at the moment to be an immediate and pressing cause for concern. Moreover, as the time seems opportune for its correction, that particular abuse fittingly should become the first which we should correct.

"To levy an inheritance, or estate, tax is no Federal right;

it has ever belonged to the States and has never been granted by the States to Congress. In making such a levy, the National Government has taken a thing to which, under our Constitution, it cannot show title. By virtue of its power, it has seized revenues whose seizure cannot be sustained under any clause of the Constitution as we interpret it. Our immediate aim, therefore, should be the repeal of the Federal estate tax."

The by-laws of the new organization say that the purpose of the Conference shall be "to review the acts of Congress relating to questions of concurrent legislation as between the Federal and State Governments which infringe or tend to infringement upon the rights of the States, and such other legislation as may conflict with sound governmental policies as disturbing the balance of powers between States and Federal authority, and to afford facilities for State legislatures to unite in presenting their views to the Congress of the United States with reference to legislation concerning the same.

Chairman Satterwhite announced that the House Ways and Means Committee has allowed the Council two days during which to appear and offer its arguments against the Federal estate tax. He also asked that the House Appropriations Committee give the Council a day or two.

The proposed by-laws adopted by the committee provide that each State shall be entitled to five delegates to the National Council, to be appointed by the respective legislatures or by the Governors. Provision is also made for representation in the event neither the legislature nor the Governor acts. Former Governors, former Lieutenant Governors and former Speakers may become honorary members.

The resolutions, which were unanimously adopted, are as follows:

"Whereas, The several States have for many years followed the practice of providing revenue for the government of the State by taxation of inheritance; and,

"Whereas, It is self evident that the present Federal estate tax, with a maximum of 20 per cent, offering the State 80 per cent of the levy, is an essentially regulatory and not a revenue measure and was made for the purpose of supervising the taxing powers of the States and not for providing revenue to the Federal Government; and,

"Whereas, The Federal Government in the past has only entered into the field of estate taxation in wartime as an emergency measure; and,

"Whereas, The devolution of estates is controlled exclusively by State law;

"Now, therefore, be it resolved, That in the judgment of this body taxes on estates or the transfer of property by inheritance belongs to the State governments and the Federal Government should now withdraw from this field.

"Resolved, That we endorse the action of the State legislatures that have passed a joint resolution calling upon Congress to repeal the Federal estate (inheritance) tax."

The President of the United States is to be asked to include the subject of the resolution in his message on the opening of the new Congress.

The meeting was attended by representatives from South Carolina, Michigan, Florida, Illinois, Minnesota, Pennsylvania, West Virginia, Indiana, New Hampshire, Ohio, Maryland, North Carolina, Mississippi, Georgia, Tennessee, Kentucky, Colorado, Missouri, New York, Nebraska, Rhode Island, Virginia, Arkansas, Connecticut, Delaware, Iowa, New Jersey, Alabama, Louisiana, Maine and Wisconsin.

Twenty-six States have gone on record as favoring repeal of the Federal estate tax and others are joining in the movement.

Dairy Prosperity Takes Root in Mississippi and Mid-South.

FLOOD OF DAIRY DOLLARS POURS INTO DIVERSIFIED AREAS WHERE DAIRY QUEEN SUPPLANTS KING COTTON.

By CRADDOCK GOINS, Jackson, Miss.

Dairy gold is pouring out of the green pasture lands of North Mississippi and the Mid-South. A wealth greater, maybe, than any ever produced from Southern mines is in prospect for a vast number of Southern communities which have renounced King Cotton and taken out new allegiance to the dairy cow, queen of prosperity. These are impressions following an intensive survey by this writer of a large area of the territory in Mississippi now undergoing dairying development.

Results of this survey are of particular importance at this time, coming as they do just in advance of the great national dairy classic to be held in the Mid-South in October. It forces a conviction that when the dairying clans of the nation gather at Memphis they will see a picture of the South that they never before dreamed of—a picture of diversified acres, of a people who have become aroused to the necessity of taking advantage of their opportunities, of a land that is coming into its own through balanced farming, with dairy cows enriching soil once impoverished by cotton; farmers now depositing money in banks that they once dreaded to visit, farmers now trading at home and paying as they go, throwing away mail-order catalogues; farmers sending little children to school, instead of working them to death in cotton fields; farmers riding over paved highways in automobiles, instead of rattling along over rutty roads in wagons. This wave of dairying development, which seems to have begun in Northeast Mississippi, sweeping into surrounding sections of Mississippi and other States, is rapidly growing upon the impetus of the coming of the National Dairy Exposition. The selection of a Southern city for the great dairy exposition has started a wave of interest in the dairy cow.

Inquiry into the prosperous agricultural and industrial conditions of the northeast part of Mississippi was made by

this writer for the MANUFACTURERS RECORD. A number of Mississippi towns and cities were celebrating the advent of a new prosperity and agricultural observers from several States went into Northeast Mississippi to find out just what in that section made it attract some of the largest dairying manufacturing organizations in the country. Following is what has transpired in recent months:

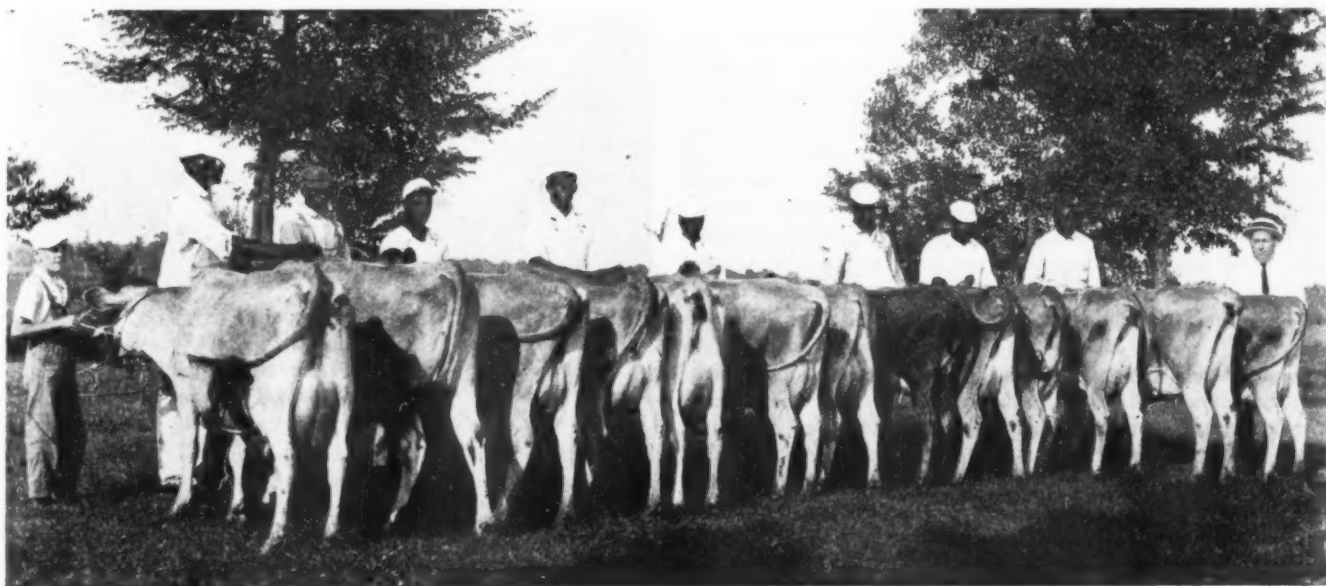
Mississippi has the only four milk condensaries in the South. They are located in the tick-free counties to the north.

Mississippi has 28 creameries, and recently succeeded in establishing four cheese factories, the first one being about a month old.

The northeast portion of the State has been making especially great strides. It is free of the cattle tick. It has done away with scrub cows, through first eliminating the scrub bull. Farmers are growing their own food and feed, living at home, paying as they go.

The Borden Milk Company's condensary at Starkville represents an investment of approximately \$500,000 and is paying farmers for whole milk an average of from \$1,500,000 to \$2,000,000 a year, while also the company plans to make considerably larger investments in Mississippi, officials say, and within the next 10 years these investments are expected to run into millions. Condensaries in Mississippi are located at Starkville, Aberdeen, Tupelo and Macon. The Pet Milk Company is establishing a condensary at Kosciusko. Cheese factories are located at Durant, Louisville, Yazoo City and Wesson.

Many more milk condensaries are in prospect. Scores of Mississippi towns and cities are waging aggressive fights. Many will win these fights; for, the great dairy manufacturing heads of the country have begun to recognize the South, and they are particularly enthused over Mississippi and the Black Belt of Alabama, which is really a continuation of the Black Belt area of North Mississippi.



PART OF A DAIRY HERD OWNED BY JOHN F. MILAM, GUNTOWN, MISS.

Several thousands of people turned out at Tupelo, a few weeks ago, to do homage to the dairy queen. The occasion was the opening of the large Carnation Milk Products Condensary at that place. Business men, merchants, bankers and manufacturers joined in the coming of this new enterprise. Their enthusiasm was due to something more than the fact this big condensary represented an investment of \$250,000. It was due largely to the fact that under normal production it is distributing from \$1,000,000 to \$1,500,000 into the pockets of the town's trading area. High public officials were on hand to participate in this celebration,



NEW CONDENSARY AT TUPELO, MISS., OF CARNATION MILK PRODUCTS COMPANY.

among them Governor Dennis Murphree, who long ago became interested in the dairying development of the State and sought this development through three large excursions to other parts of the country in the "Know Mississippi Better" trains.

The first milk condensary in Mississippi was established at Starkville. It has been a tremendous success from the start. Others have been established at Aberdeen, Tupelo and Macon, and one is being erected at Kosciusko. The Tupelo condensary, although in operation only a few months, is an assured success, according to an official of the Company, who told this writer: "We do not believe there is any section of the country better suited to dairying and in better position for dairy manufacturing than the South, and we are highly pleased with the selection of Mississippi and this section of the State. The co-operation has been wonderful."

A sample of the co-operation given these men, which in itself doubtless is the chief factor in the dairying success of North Mississippi, is this: The banks of the section have given a real lesson to the bankers of every community in the South. They have turned to dairying and diversification with whole-hearted support. They were not afraid to see the farmer turn from one-crop farming, as one banker recently frankly admitted was the trouble with many other bankers; the North Mississippi bankers had backbone enough to understand that what was good for their agricultural citizens was good for them. They saw that what they would lose through the passing of the old, iniquitous one-crop system of financial slavery they would more than make up for through increased deposits from farmers enriched by milk and cream checks. The bankers of Northeast Mississippi, therefore, adopted this slogan: "Let the dairy cow endorse your note." In other words, they let it be known that the man who would be considered a good money risk in their institutions was the man who was safely intrenched in

dairy prosperity, a man who had a steady income from cows and other forms of livestock and diversified farming.

The bankers at Tupelo, for instance, decided it was time to give practical aid to their farmers. They agreed to do away with their calendars. They took the money formerly spent for calendars and used it in engaging the services of a dairy expert, Sam B. Durham, formerly connected with the Oklahoma A. and M. College.

"But, has your interest in dairying fully justified the action you have taken?" This question was asked of S. J. High, head of the People's Bank, Tupelo, and it was asked in all frankness and fairness, without wishing to lead Mr. High to favor either side of the question:

"It has proved to be one of the best investments we bankers ever made. Deposits are growing. Credit risks are growing—growing fewer. Business conditions are improving. More people are taking interest in our town's industrial advantages. My stars, man! the advertising alone we have received from the work we have done in dairying development has meant thousands and thousands of dollars in advertising to us—far more than we could hope to buy if every public-spirited man in this town and environments were to strain himself to the limit. We are happy and we wouldn't see this section revert to the old days of cotton complications, economic slavery, for anything in the world."

But, a story of dairying development calls for something more than the enumeration of the number of plants erected in a State or community and the dollars and cents involved in their operation. It calls for inquiry into cause as well as to effect.

Mississippi's progress in dairying development is not alone due to admirable growing conditions. These conditions are present, more or less, throughout the South; certainly, in virtually every part of the Mid-South. Success in this State is due to one thing—one word: Initiative. That explains the whole situation as affects the tremendous course of dairying development under way throughout the greater part of Mississippi, a State that many years struggled along under one-crop handicaps, crushed by the poverty of tenant farm-



DAIRY HERD OF R. A. WEAVER, TUPELO, MISS.

ers, hourly in suspense under the Damoclean sword of uncertain markets. The word has been broadcast by L. O. Crosby, who says:

"We talk of our wonderful opportunities in this State; but, the thing to do is to take advantage of those opportunities at home, show our faith in them by investing in them, by organizing our community capital, by putting our own minds and hearts and initiative behind our arguments. New capital? Fine. New industries? Splendid. New settlers. We need them all. We are working for them. But, let's

use the capital we have, the industrial opportunities we have, the fine men and women we have—and make the most of our opportunities while we may.”

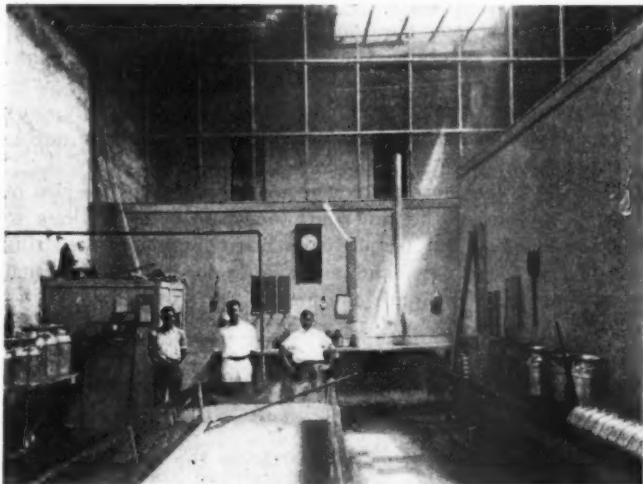
Initiative! That is the story Mr. Crosby has spread from the Tennessee boundary to the Gulf of Mexico. One cannot dismiss him in a word, for he is simply wrapped around Mississippi development, and it is difficult to put one's finger on any form of State upbuilding that does not concern some of his efforts.

The missionary work was laid in the northern counties before the great course of dairying development opened up fully. It was laid by initiative—local initiative. Local people got to work and drove out the cattle tick, that greatest of all menaces to Southern dairying development—virtually the only menace. The scrub cow was next to go. Then came educational work, supplied by the bankers. Other counties

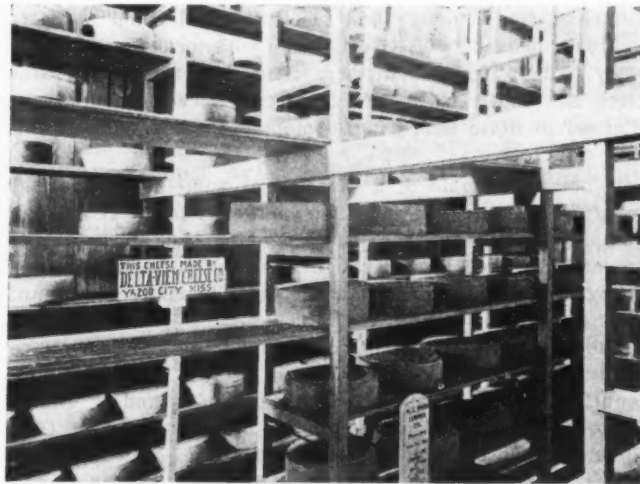
about cheese factories; but, he was always wanting something, the people there told themselves. Once he wanted a brick factory. The interesting part, though, was he always got what he wanted. He had just made the brick factory secure, but when he went about trying to awaken interest in a cheese factory the boys of the crepe brigade immediately became busy and lifted their voices on high and in enthusiasm upon the chorus, “It can't be done.” Cheese cannot be made in the South, he was told, but he was not discouraged. He came to this writer, who advised Mr. Chitty that his cheese factory plan was risky, because the Southern farmer was risky.

“But I'm going to tie up the farmers of Yazoo county so they'll have to stand by us,” Mr. Chitty declared.

I went with him and saw him raise, at home, sufficient stock money to put a cheese factory in operation, and the



1000-GALLON VAT OF DELTA VIEW CHEESE COMPANY, YAZOO CITY, MISS.



STORAGE ROOM OF THE DELTA VIEW CHEESE COMPANY, YAZOO CITY, MISS.

in Mississippi are making progress, it is true; many of them have had creameries and milk plants and ice cream factories and now are attracting cheese factories and condensaries, but the cattle tick still hangs over their heads.

Mr. Crosby put his time behind this tick evil—his time, money and effort. It was a titanic fight. There were political demagogues to block this work. There was ignorance to overcome. There was the prejudice of the farmers. Dipping vats, to kill off the tick, were dynamited. But Mr. Crosby persevered. He was fortunate in having as his devoted ally L. J. Folse, general manager of the Mississippi State Board of Development, who devoted days and nights to the work. In the end, Mississippi passed a State-wide stock law, making it possible to drive out the cattle tick. The law becomes operative in October. Now Mr. Crosby and Mr. Folse are fighting to keep public sentiment high in favor of rigid enforcement of this law. Mr. Crosby now is engaged in a great plan to build up pastures in Mississippi, a plan that calls for widespread development of pasture lands to make it possible for more cows to come in and aid in this dairying development. He will spend much of his personal money to accomplish this and also to bring more cattle. He calls it “investing” and, although he is in no way connected with agriculture in this State, he is cheerfully confident that these “investments” in his State always yield big dividends.

To return to the subject of initiative and the part it has played in Mississippi's dairying progress: A young man named F. C. Chitty, secretary of the chamber of commerce at Yazoo City, Miss., a typical, old-fashioned Southern town, decided that he wanted a cheese factory in his city. Nobody knew why. Nobody, including Mr. Chitty, knew anything

money was raised so quickly it was necessary to close the books before many others could put up more money than was needed. The only man in the whole transaction who knew anything about making cheese was a cheese-maker from another State. But the factory is in operation and is making good. A prominent cheese official from Wisconsin recently tasted some of the factory's product and declared that the cheese made in Mississippi is at least as good as that made anywhere else, thereby exploding the foolish theory that the South cannot produce good cheese.

In regard to Southern creamery products, condensaries, or whole-milk-plant products, ice cream, etc., this letter from Walter Page, vice-president of the Carnation Milk Products Company, Oconomowoc, Wis., is of interest:

“Mississippi is now the home of one of the largest of the Carnation Milk Products Company's plants. We have come to the South and this State with every confidence that the State has fundamental conditions essential to a successful dairy enterprise. We needed Mississippi and we are convinced that Mississippi, having untouched resources and undeveloped opportunities in the dairy field, needed us. Abundance of farm labor makes possible the intensifying of its dairy production. Soil and climate conditions favorable to the growth of crops suited to dairy cattle solves the feed problem. The new enthusiasm of the South for industries that will employ and make possible greater things for its people is one of the most noteworthy assets.”

Again, Initiative. The town of Kosciusko, Miss., wanted a condensary, and wanted it right away. They talked about their resources and opportunities, but got nowhere. Then, J. Wiley Sanders, editor of a newspaper, got the plant for

the town. Erection is under way. Now they are looking for other new industries.

On my dairying survey of the northern portion of the State I encountered Mr. Wilbanks, secretary of the chamber of commerce at New Albany, Miss. "We have a wonderful dairying country; we can grow anything in the dairying line," he said, "that you will find anywhere else—and lots more than you will find in the dairy belts of the East and the West. We want a condensary, but if we can't get it we are going to build a dairy plant. We would rather attract someone from the outside who knows the business, but we are going to get a condensary."

That is the spirit pervading the people of Mississippi just now. The town of Wesson wanted a cheese factory and formed a company and now a plant is under construction. Creamery depots are cropping up so fast, says the State dairy inspector, that he can't keep up with them. Louisville, Miss., wanted a cheese factory and the Gulf, Mobile and Northern Railroad, headed by I. B. Tigrett, found local business men ready to help get that factory. They had for an ally Mrs. Ellen S. Woodward, head of the women's bureau of the Mississippi State Board of Development. Louisville got its cheese factory.

"When the people of a State show sufficient interest to go after a thing with all their hearts, and to send their women after it, too, there is no denying this spirit—it will prevail," declared H. C. Kraft of the Kraft Cheese Manufacturing Company, a concern with plants in many States and in England, Canada and Australia.

The spirit of Mississippi is summed up in a slogan recently adopted at a conference in which five Mississippi counties formed a dairying alliance: "Dairyland of Dixie." Represented in this movement are the counties of Clay, Noxubee, Monroe, Lowndes and Oktibbeha. These form a great dairying area of Mississippi, but by no means represent all of the dairying section of the State. The counties in the Mississippi Delta, for instance, are not surpassed anywhere for dairying opportunities and, although they only recently have turned to the proposition in real earnest, due to flood handicaps, it was really because of the admirable growing conditions for cotton in that section that the Delta people stuck to the one-crop practice. The Mississippi Gulf Coast is one of the greatest potential dairying sections of the country, and W. Caleb Smith is seeking to attract new settlers from the dairying belt.

Speaking of Oktibbeha county brings up Wirt Carpenter, president of the Security State Bank, Starkville, Miss., the first town in Mississippi to attract a condensary.

"The dairy cow," said Mr. Carpenter, "put the O. K. in Oktibbeha. Consider these figures for the first five months in the year: Our cooperative creamery has paid to an average of 500 patrons for the first five months \$148,720.75. The Borden (condensary) Company has paid to an average of 1000 patrons for the first five months this year \$382,035.18, making a total distribution to an average of 1500 patrons of \$530,756.18." These figures, he adds, covering money spent for whole milk and butterfat, exceed the amount received for cotton the past year. "I milked cows 30 years ago at the Mississippi A. & M. College," he said, "and they furnished the money with which to complete my college course."

On a tour of the northeast dairying section, the writer found that the negro, instead of being a detriment, readily lends himself to dairying, not merely as a cow hand, but also as a dairy farmer. "They are just begging for cows," said Sam B. Durham, a Lee county dairy expert engaged by the Tupelo bankers.

The scrub cow long had worried the writer. "She's gone," said Mr. Durham.

R. B. Clark, president of the Bank of Tupelo, regarded as

one of the greatest development leaders in the South, was one of the leading spirits in the dairying development course now under way in Mississippi. Of him, L. O. Crosby, head of the Mississippi State Board of Development, says: "Mr. Clark took the bull by the horns, literally as well as figuratively, and did more, possibly, than any other one man to put northeast Mississippi on the road to dairy prosperity," and Mr. Clark's work has made it possible for scores of boys to earn an education through the help of the dairy cow.

In a recent bulletin, another Tupelo banker sent out this statement:

"The real truth about the situation is that all the bankers of Mississippi should turn to the question of safe and sane farming. Most of the bankers have been willing that the farmers practice a one-crop system, and have loaned money to follow such plans. The profit arising from exchange and interest in connection with the cotton business during the active cotton season has appeared to us so profitable that we have feared diversification would reduce our cotton crops and lessen our profits but, it would take a very little average increase in deposits throughout the year to make up any slight loss in earnings from the exchange received during the cotton season."

There is much more to be told in this story of the rise of a great section of the mid-south one-crop complications to dairy prosperity, but people from many States are visiting this section just now, and are seeing for themselves just what people in the South can do.

Tick Eradication in Mississippi a Boon to Industry.

Mississippi is preparing to overthrow the cattle tick and take advantage of opportunities to build up a dairying empire, according to the Mississippi State Board of Development, of Jackson. Mississippians are organizing their forces on a State-wide scale, to drive out virtually the only obstacle to dairying development, the failure to observe the State-wide stock law which becomes effective October 1, of this year. The spirit of the law, which was passed by the legislature in 1926, is to give stock owners who let their stock graze on open ranges, time to fence in pastures or to make arrangements on a community basis for confinement of stock.

The coming of condenseries to the tick-free counties of the State has served to impress upon residents of other counties their possibilities for improving agricultural and community prosperity through making the way for dairying development. Cheese factories have proved to be successful in the State.

X. A. Kramer of McComb City, who sometime ago announced plans for a chain of six cheese factories in South Mississippi, delayed his operations until after the coming into operation of the stock law, and with it now assured that this law will be supported by strong public sentiment and rigidly enforced by officials who realize its importance, Mr. Kramer is reported ready to put his plants in operation.

Establishing Plants to Make Concrete Face Brick and Tile.

The Mitchell-Batson Company of Harlingen, Texas, advise that the Sinclair and Shane Company of Weslaco, Texas, is establishing plants at Harlingen and Weslaco for manufacturing high-class concrete face brick and tile, although details are not available. It is understood that a contract will soon be awarded for a plant building at Harlingen and that the company's main offices will be moved there.

Petroleum Industry Plans Great Exposition.

Tulsa, Okla., September 19—[Special.]—A great exposition is scheduled for Tulsa from September 24 to October 1, in the biennial International Petroleum Exposition and Congress. From a financial standpoint, General Manager J. Burr Gibbons feels sure the exposition will pay for the buildings and also wipe out the deficit left by the exposition of 1925. Space aggregating about \$90,000 either has been contracted or is assured, being every available foot of space in the grounds. Contracts for exhibitors' spaces aggregating more than \$83,000 already are in his hands, Mr. Gibbons says.

It is estimated that about \$10,000,000 worth of exhibits will be on display, which will include oil products, oil producing and refining materials, and machinery, tools and equipment used in connection with the oil industry. The nature of these exhibits will range from extremely delicate seismographs and torsion balances to giant tank cars, engines and drilling rigs. Some of the latest inventions of science, new devices of every sort and description, will be found on display, while thousands of those interested in the production of oil, from every section of the United States and from Canada, England and even from South America are expected to be on hand. The exposition is to be officially opened by President Coolidge in his office at Washington.

Inasmuch as aviation is taking an important place in the production of petroleum, it will have an important place at the exposition and Colonel Charles A. Lindbergh will be on hand with the plane in which he made the trip to Paris, with other aviators. Some of the visitors are slated to arrive by airplanes and Colonel Robert W. Stewart, chairman of the board of directors of the Standard Oil Company of Indiana, and a group of his officials are expected to arrive in their big monoplane, "Stanolind."

Nor is the exposition restricted to visitors who are interested in a strictly business way in the oil industry. Under the leadership of Harold K. Bixby of St. Louis, president of the Chamber of Commerce, 100 prominent business men of St. Louis are to arrive in Tulsa in a special train.

The biggest single event of the exposition week will be the annual dinner of the Mid-Continent Oil and Gas Association, which is slated for the night of September 30. Special guests are announced to include representatives of several foreign governments, leaders of the oil industry in other countries and officials of oil and gas associations, Governors of oil producing States and steamship, trade, air, navigation and railroad men from various countries.

The elimination of all pageants, parades, queens' contests, carnival shows and other distracting features reduces the show to strictly a scientific and technical exposition for the oil industry. This action has struck a responsive chord and was a big factor in retrieving the confidence and friendly support of the exhibitors and the leaders of the industry. The exposition is primarily a jobbers', manufacturers' and specialty men's show.

The new exposition plant is well situated in the east part of Tulsa, served by street car and bus service and three paved highways and boulevards, with plenty of room for expansion and parking space for thousands of automobiles. It is removed from the congested industrial district, railroad yards and dangerous grade crossings, on property immediately adjoining the big Tulsa Free State Fair grounds, and an annual burden of \$22,000 in taxes and interest has been eliminated by negotiations with the Prairie Oil and Gas Company whereby the old exposition plant reverts to it.

The new scientific and technical hall, 60 by 160 feet, will house the features which have been arranged for with the

State and United States geological surveys, bureau of mines, American Association of Mining Engineers and other organizations and Government agencies which are working with the scientific and technical committee. Among the features in this building will be geological specimens, a peg map of Seminole pool, glass model demonstrating air lift process, a \$20,000 collection of latest scientific and technical instruments and equipment, such as torsion balance, magnetometer, seismograph, gas masks, breathing apparatus and other safety devices, educational motion pictures, model miniature refineries, leases and oil properties in operation. Also, tests will be made to determine fuels best adapted for airplane use.

It is felt that if public officials will study the exposition and establish contacts with leaders of the oil industry, and then attend the Mid-Continent banquet, the oil men will have an unusual opportunity to impress these officials with the fairness, the sincerity and the honesty of the industry and win their confidence and sympathetic help.

Special, reduced fares have been secured on every railroad in the United States and Canada, through the action of the six passenger associations. The railroads are working on special trains and special car delegations, giving publicity in their magazines, advertising in their ticket offices and passenger stations and on menus in dining cars and dining rooms.

This year will see by far the largest engine show ever held and the Miller, Foos, Clark, Cooper, Bessemer, Hope, Worthington and Chicago Pneumatic Tool concerns alone have 13,000 square feet of open air space—practically, as much as all outside exhibits combined in any previous show. Waukesha, Allis-Chalmers, Buda, Hercules, Brooks, Climax and several other engine manufacturers also have contracted for space, and five derricks with pumping and drilling outfits will occupy the center of the show. Other exhibitors will include General Motors, Rumley, Republic Truck, Fordson Tractor, Caterpillar Tractor, Hopper Winch, Dodge Brothers, Mack Truck, International Truck, Martin Wagon, Barber Green and several other tractor, trailer, truck and winch companies.

The officers of the International Petroleum Exposition include: W. G. Skelly, president; Alf G. Heggem, vice-president; Frank J. Hinderliter, vice-president; J. J. McGraw, treasurer; J. Burr Gibbons, general manager, and William Holden, secretary.

The members of the board of directors of the International Petroleum Exposition are: R. C. Sharp, president, Oklahoma Natural Gas Corporation; Ralph B. Pringle, vice-president, Independent Oil and Gas Company; J. S. Sidwell, assistant superintendent, Prairie Oil and Gas Company; John M. Lovejoy, vice-president, Amerada Petroleum Corporation; Howard N. Cole, vice-president, Pure Oil Company; Clyde Pape, secretary and treasurer, Selby Oil and Gas Company; Jacob France, president, Mid-Continent Petroleum Corporation; Clyde Alexander, vice-president, Phillips Petroleum Company, Bartlesville, Okla.; Walter Miller, vice-president, Marland Refining Company, Ponca City, Okla.; Ernest Nicklos, vice-president, Texas Company; A. A. Beard, general superintendent, Tidal Oil Company; C. P. Dimit, vice-president, Gypsy Oil Company; Victor H. Smith, vice-president, North American Car Corporation; H. V. Foster, president, Indian Territory Illum. Company, Bartlesville, Okla.; J. N. Hayner, president, Hayner-Reeves Company; G. A. Dye, vice-president, Wilcox Oil and Gas Company; R. F. Garland, independent oil operator; Walter Gray, president, Jaracki Supply Company; Robert W. Egan, general manager, Oil and Gas Journal; J. M. Post, manager, Oil Well Supply Com-

pany; Warren C. Platt, editor and publisher, National Petroleum News, Cleveland, Ohio; Ray L. Dudley, president, Gulf Publishing Company, Houston, Texas; Waite Phillips, president, Philmac Oil Company; R. A. Griffith, president, Sinclair Oil Company; J. Edgar Pew, vice-president, Sun Oil Company, Dallas, Texas; W. G. Skelly, president, Skelly Oil Company; A. F. Bourne, president, Oklahoma Iron Works; W. M. Bovaird, secretary and treasurer, Bovaird Supply Company; P. D. Hayes, Exchange National Bank; Alf G. Heggem, president, Chamber of Commerce and Oil Well Improvements Company; Frank J. Hinderliter, president, Hinderliter Tool Company; William Holden, acting secretary, Chamber of Commerce; A. W. Leonard, president, Devonian Oil Company; J. J. McGraw, president, Exchange National Bank; O. C. Staples, Frick-Reid Supply Company; D. D. Wertzberger, president, Wertzberger Derrick and Equipment Company; Fred W. Insull, president, Public Service Company of Oklahoma.

"Honeycombed With Gross Inequalities in Freight Rates," Is the Claim of an Industrial Traffic Manager.

Jacksonville, Fla., September 12.

Editor Manufacturers Record:

Two of your recent issues have contained criticism and defense of the present railroad freight rate structure throughout the Southeast. While I have not undertaken to develop the accuracy of the figures presented by either Mr. Cobbs or the gentleman to whom he is replying, it is a fact, well known to every student of freight rates, that this section of the country is honeycombed with gross inequalities in freight rates and innumerable instances of the rankest sort of discrimination can easily be pointed out. This state of affairs is stifling certain cities and industries and contributing, materially, to the prosperity of others.

This system of freight rates cannot be altogether laid at the door of the railroads for it grew out of the old "basing point" method of making rates and was designed, primarily, to permit the struggling industries of the South to meet outside competition. Unfortunately, however, the Southern industries have developed so rapidly that the carriers have not been able to adjust their freight rates accordingly.

To correct this situation, the carriers have embarked upon a most comprehensive re-adjustment with the idea of removing these inequalities and discriminations. The most outstanding development of this nature is the revision of class rates as discussed by Mr. Manning in your issue of September 8. Following this revision, the so-called "commodity rates" are to be treated.

While one cannot help but admire the spirit and energy with which the carriers have tackled this tremendous job, there is the ever-present danger that in carrying out this program, irreparable injury will be done to communities and industries. Unless the public is consulted and their problems permitted to influence the transportation lines, it is quite possible that the remedy for the maladjustment of freight rates will be worse than the disease.

As an illustration: There are in effect throughout the South a large number of commodity rates on less than carload shipments, such rates having been established to enable manufacturers to distribute their products over a wide area and at such low transportation costs as to yield the producer and retail man a profit and, also, to enable a purchaser to replenish his stock without tying up a large amount of capital. The carriers are now proposing to cancel these low commodity rates—with certain and few exceptions—substituting therefor, the much higher class rates. If they are allowed

to do this, either the cost to the purchaser will be materially increased or he will be compelled to purchase his goods in carload quantities with its attendant outlay of capital and the risk of the goods becoming unmerchantable before they are finally sold. When this is done, the hand-to-mouth system of purchasing will be destroyed and we will revert to the good old days when, due to transportation uncertainties, large stocks must be purchased.

So much for the actual rates. To further complicate the situation and create an additional burden to the shipping public and consumer, the railroads are asking for the privilege of advancing the classification of 1875 articles to one and two classes higher. It will, therefore, be readily apparent that to take an article now moving under a commodity rate, advance it to a class basis and then increase the classification itself, will be indulging in something of an orgy of revenue-producing.

What is to be done about it? The day has long since passed when the railroads possessed their individuality and their rate revisions are now effected by a combination which has at its disposal the very best of legal and other talent. What chance has an individual shipper with this strong body of executives? Less than none, as a rule. In fact, a great many lines would like to accord favorable rates to its patrons but cannot do so on account of the opposition of competing lines.

It might be argued that the Interstate Commerce Commission will protect the interests of the public in these matters but it might be well to point out that the Commission is a judicial body and that, unless the law is flagrantly violated, they will take no action upon their own initiative but only pass upon these questions when brought before them in a formal manner by the shippers.

The remedy for this state of affairs would seem to be the eternal vigilance of those who either ship or receive freight with the idea in mind of forming as strong and effective an organization as the carriers and to endow it with such resources as will enable it to cope with that of the transportation lines. They can go further and employ men capable of defending them against changes which are likely adversely to affect their business. And the cost will be fully justified.

D. W. BLEDSOE, Industrial Traffic Manager.

\$500,000 Office Building for Durham.

Durham, N. C.—Plans for the erection of a \$500,000 office building here have been announced by J. L. Morehead, attorney for the Union Professional Building Corporation, which is promoting the project. The new building, it is said, will front 92 feet on Chapel Hill street and 70 feet on Rigsbee avenue, rising to a height of 10 stories. The ground floor will afford space for a lobby and business establishments, while the four floors above will be devoted to offices for lawyers and other professional men. It is the purpose of the promoters to devote the five upper floors to offices for physicians and dentists, installing equipment for their requirements. A garage will be provided in the rear of the building for the use of tenants.

Tampa's "Prosperity Week" to Be Annual Affair.

Tampa, Fla.—[Special.]—"Prosperity Week," celebrated in Tampa the week of September 6-10, inclusive, was voted such a success by merchants and business men of the city that it has been decided to make it an annual affair. Trenton C. Collins, chairman of arrangements, states that "the primary object of Prosperity Week was to acquaint the public with present conditions and with an analysis of what these conditions will mean to Tampa's immediate future."

Big Revival of Louisiana Sugar Industry in Prospect.

By THOMAS EWING DABNEY, New Orleans.

There is a heavy sugar crop in Louisiana approaching the October harvest and not many "old-timers" can remember when the cane looked better or was further advanced. Lionel Janes, agricultural statistician of the United States Department of Agriculture, says that the condition as of August 1 was 82 per cent. This compares with 61 per cent for the same time last year, 85 per cent in 1925 and 76.8 per cent for the 10-year average. This indicates an average yield of 15.2 tons of cane an acre, and a total production of 1,246,400 short tons. The average yield in 1926 was 6.7 tons; in 1925 it was 14 tons; 1924, 7.6 tons, and the year before, 11.1 tons. The 10-year average is 13.1 tons. The indicated total yield is double the production of last year.

One finds in the sugar belt of Louisiana a greater feeling of encouragement than one has found there for many years. The planters are in a dull glow; the end of the season should find them incandescent. It is not that they are excited by a yield of 15 tons of cane an acre—which is not a money-making crop; it is that for the first time in 10 years they see their path is leading out of the jungles of bankruptcy.

During the past 10 years the sugar industry of Louisiana, with its capital investment of about \$200,000,000, has been driving toward extinction. It would have gone out long ago if the banks had not become so involved that they couldn't turn loose. Now this industry is turning toward a prosperity that should surpass anything in its history since it was established in Louisiana a century and a quarter ago.

One cannot get a realizing sense of what conditions are, and what the change will mean, from one set of figures, or from an analysis from one point of view. One must circumnavigate the subject, dig into it and also view it from above.

B. B. Jones of the agricultural department of the New Orleans Association of Commerce issued a bulletin some months ago in which he pointed with pride to truck shipments from Terrebonne parish totaling \$300,000. It is worth bragging about. Three hundred thousand dollars is a good showing for a year, considering everything.

But compare that with sugar. Terrebonne is one of the famous sugar sections of Louisiana. Ten years ago there were 13 sugar mills operating in this parish, grinding a crop of about 450,000 tons. At last year's price of \$4.50 a ton, a low figure, plus \$1 profit to the mills, plus \$1.50 of operating expense, total \$7 a ton, this meant a gross of about \$3,150,000. Add to that \$100,000 of corn, \$100,000 of hay and about \$50,000 of truck and one has a gross yield of \$3,400,000, on the basis of which labor was paid and trade was fed. The factories employed about 1000 persons; the fields, 7500.

In 1926 there were four factories in operation, employing 300 persons, and the field labor totaled 5000 hands at the outside. The production was 48,000 tons of cane, or about 10 per cent of the yield 10 years ago. This meant a gross of \$336,000. Add to that \$100,000 of corn, \$100,000 of hay and the \$300,000 of truck about which Mr. Jones was so encouraged and one has a total agricultural yield of \$836,000. So, there is no question about what the sugar industry means to the parish of Terrebonne—the difference between \$836,000 and \$3,400,000.

"How's business?" I once asked a merchant in Houma, the leading city of Terrebonne.

"There hasn't been any since sugar went on the skids," he said.

"What is land worth in the country?" I asked a real estate man.

"Write your own price. It used to be worth \$150 to \$200

an acre, because of the production of which it was capable; now—God knows! You can get a sugar plantation for \$25 an acre—maybe less. If you figure you pay for the sugar factory, you get the land thrown in; if you figure you pay for the land, you get the mill for a bonus. Any way you figure it, you pay less than the assessment rate."

That is the condition as it has been for some years, as it is today for most of the planters who have gone broke in sugar and who have become so discouraged that they had almost thrown overboard even hope. And that is the condition that is being changed; that is the despair from which, at last, an escape is seen, so that the merchant is willing to carry on and even make plans for future expansion; so that the physician has abandoned recent plans to move to another place; so that the real estate operator is able to say with the full sincerity of belief that immense fortunes are going to be made within the next 10 years by those who invest in sugar lands, which are now at the lowest point in history.

And this is the condition in all the 22 sugar parishes of Louisiana. It is conservative to project the picture from Terrebonne for this section, because of its fisheries and fur industries, and its trucking success, is better off, probably, than most sections. Yet Terrebonne has, during the past 10 years, seen thousands of population fade away; it has seen two banks fail; it has seen business go to pot, because of the terrible blow which disease and careless methods of cultivation dealt to sugar. And Terrebonne, too, is the "home" of the new varieties of cane that are going to restore the earning capacity of an industry that is as almost essential, in its way, to Louisiana as breathing is to the human body. No substitute has been found for it, and even the village dolt knows that there has been a frantic search, during the terrible years of the past, to find this substitute.

Not 15 tons of cane, but 25 at the least, and perhaps 30—that will be the average yield of the varieties that have been developed and proved at Southdown plantation, near Houma, and also in many other parts of the sugar belt to which Southdown last year and the year before sent large plantings. These same varieties, furthermore, have been demonstrated in the cane belt of Argentina, where climatic and growing conditions are practically the same as in Louisiana. The estimated yield of 25 tons of cane on a 10-year average is conservative. The cane has gone through the wettest season on record, the driest season on record, a tropical hurricane and, finally, a flood, and it has shown a production, where the crops have been harvested, that justifies the foregoing statement, and a subsequent condition, with the crop still unharvested after the flood disaster, that leaves no room for doubt.

These new varieties—the P. O. J. canes—were, at mid-August, 10 feet and more in height. The old canes, which represent the greater part of the sugar acreage, are three or four feet shorter and, furthermore, they have an irregularity of stand and are so shot with mosaic disease and root rot that they reduce the estimated total yield to 15 tons an acre. The P. O. J. canes have a luxuriance of growth that no one in the sugar industry of Louisiana remembers ever having seen equaled in this State. They are resistant to disease. They assure the industry the one thing that is necessary to make it or any other industry a success: Production.

There are three varieties of P. O. J. cane that have been proved in field tests in Louisiana. Of P. O. J. 234, it is estimated that 400,000 tons will be harvested this fall on Southdown and on other plantations in the State—enough to plant the entire sugar belt twice over. This explains why the sugar

men, the merchants and the jobbers who supply the retail trade are so encouraged over the outlook; they know that in another year, or two years at the outside, the entire belt will be planted in 25-ton cane, instead of the variety that requires exceptional growing conditions, such as this year, to promise 15. The fact that these 400,000 tons are the progeny of 21 eyes planted on Southdown plantation in 1922, is an eloquent answer to those who say that sugar cane is not a proper crop for Louisiana.

This P. O. J. 234 will probably produce more than 25 tons to the acre this year; it may go to 30 and perhaps to 35, but the growing conditions since the flood have been unusually good, and even the canes that were submerged have made a complete recovery where they were not under water too long, and it is more conservative to figure on an average yield of 25 tons.

P. O. J. 213 and P. O. J. 36 are two other varieties that have been proved during the past one or two years, and they seem to promise even better than the 234. They appear to be harder, and to give a greater yield, both in the plant cane and in the stubble. All the P. O. J. canes, by the way, are great stubble yielders. It is known that they will produce two stubble crops in heavy-paying volume, and may go three or four. Stubble is the cane that grows from a previous year's planting, after the harvest has been taken off, and represents an economy in seed and planting labor. The old canes have not been producing a stubble crop that paid expenses. The P. O. J. first year stubble yields more heavily than the plant cane. Likewise, there is a saving of at least 10 per cent in the seed of the P. O. J. canes needed to plant an acre, because their germinating capacity is so superior to that of the old, and this difference adds to the profit of the planter. Furthermore, the P. O. J. canes produce bountifully on the black lands that have been abandoned by the sugar planters for, lo! these many years.

P. O. J. 234 was good enough. It promised not only salvation for the sugar industry, but also a golden future, surpassing even the fairy tales of the past. And now that P. O. J. 213 and P. O. J. 36 promise still better production—well, the general atmosphere in the sugar belt today suggests the near approach of Christmas. There are about 1600 acres of 213 and 36 in Louisiana today; at an average yield of 25 tons, they will produce 40,000 tons, or enough to plant 20,000 acres in 1928 and, from that planting, the year 1929 should harvest 500,000 tons, enough to plant all of Louisiana twice over. About 275,000 acres were planted in cane in the old days. The next decade should see all these acres filled again, and perhaps the belt further extended.

The future may produce better yielding canes than any of the P. O. J. varieties yet developed, for the United States Department of Agriculture, through its sugar division, is making thousands of cross-pollinations and experiments at its field laboratory of Canal Point, Fla., and its experiment station on Southdown plantation. It is studying insect and disease control. It is giving the sugar industry a greater support and assistance than ever in the history of the country. And the planters themselves are taking a keener interest in the myriad details of their business than ever before. They are better informed than ever before. The men who went through the past 10 years have no desire to incur that particular kind of hell again.

What will these new canes mean in dollars and cents to the plantations and the sugar houses?

First, in the matter of production; let the figures of the Southdown plantations tell the story:

During the five-year period from 1921-25, the total cultivating and harvesting cost of all the cane produced by the six plantations in this group was \$1,222,604. There were under cultivation 13,179 acres, and they produced 184,309 tons, an

average of 13.99. Of this cane, 154,070 tons went through the mill and produced sugar, the rest, 30,239 tons, or 16.4 per cent, being used for seed. The producing cost per ton of this cane was \$6633 and the market value was \$4782, entailing an operating loss of \$1,851. On the basis of these figures on acreage, cultivating costs and market value, if the production had been 20 tons an acre, instead of 13.99, the total yield would have been 263,580 tons, worth, at last year's low market price, \$1,259,439. Deducting the producing cost, \$1,222,604, this would have meant a profit of \$36,835. All this is on a basis of 20 tons an acre, and it is reasonably certain that the P. O. J. canes will average 25 tons or better. And only about 6 per cent of the production of the P. O. J. canes is needed for seed purposes, as compared with 16.4 per cent of the old canes. Add that to the marketable tonnage, and those profits increase by \$88,132; total, \$124,967.

Furthermore, because of their rapid and prolific growth, the P. O. J. canes require considerably less cultivation; most of the expensive hoe work is eliminated, because the grass does not get a chance to grow, and the lay-by is weeks earlier. All this has been proved by experience. The managers of Southdown plantations believe that their cultivation cost will be \$10,000 a year less with the new canes than with the old, on a given acreage—in other words, a saving of \$50,000 in five years. Add that, and the total profits are \$174,967. If the production averages 25 tons an acre, the extra five tons will mean an additional profit of \$17.90 an acre, or \$435,904 for the entire acreage, and this will bring up the total profits to \$610,904, as compared with a loss under recent conditions of \$341,280. That is a profit of 23 per cent on the old valuation of the lands. That profit is the promise of the next five years; it will make one forget the loss of the past five. These estimates are based upon actual performance under field operations that have been far from ideal, and it has been the experience in Argentina, over a period of years, that the worst crops of the P. O. J. canes have been better than the best crops of the old canes.

As the mills operate on the basis of \$1 profit per ton of cane ground, it is obvious what increased production means to the sugar houses. A 23 per cent return on 275,000 acres of cane land, and a tonnage of production sufficient to keep the hundred or so sugar houses of the State, worth from \$500,000 to \$1,000,000 each, operating on a dividend basis, should bring about one of the most amazing revivals of business Louisiana ever has seen. And there still will be abundant land for producing truck, developing orchards and creating a livestock industry—industries in which the State has made a great deal of progress.

As to the sugar content of the new canes: The old canes, of which D 74 represents the heaviest plantings, averages an extraction of 80 per cent; the P. O. J. canes average 75 per cent. That is to say, a short ton of the old canes yields 1600 pounds of juice, and a short ton of the new 1500 pounds. The sucrose content of the old canes averages 11 per cent; of the new, 12 per cent, and the sugar recovery from the old cane sucrose is 90 per cent, while from the new it is 92 per cent. That is to say, the 1600 pounds of juice extracted from a ton of old canes will yield 158.4 pounds of 96 test sugar, and the 1500 pounds of juice from a ton of the new canes will yield 165.6 pounds of 96 test sugar, a gain of 7.2 pounds of sugar to the ton of cane in favor of the new varieties. Furthermore, the additional fiber content in the P. O. J. canes, on the basis of present prices paid for bagasse by the Celotex Company, means an extra profit of 11 cents per cane-ton. At 4.5 cents per pound for sugar, the additional yield of the new canes means a profit of 32.4 cents per ton of cane over the old, a gross profit of 43.4 cents per ton, adding the bagasse bonus.

More tons of cane per acre, and more pounds of sugar per ton, on top of a greatly decreased cost of operation—that is

the pot of gold at the foot of the sugar rainbow of Louisiana!

At last aroused to the importance of the sugar industry, the business men of New Orleans and Louisiana, after many years of failing to take any constructive interest in its development, are going down into their pockets to grubstake it through the last of its trying period. They saw the light about a year ago, when they subscribed \$325,000 to the State Agricultural Credit Corporation, to be used as collateral for making crop loans with the Federal Intermediate Credit Bank. The Celotex Company was the leader in this movement, and the principal subscribers were the banks of New Orleans, railroads serving the sugar territory and a few planters. The Federal Intermediate Credit Bank gave a discount of two and a half for one, and with this money was financed this year's planting of P. O. J. and the old canes. Next year the financing will be done on the basis of P. O. J. canes, so convincing has been the demonstration of their superiority over the old; and if the yield proves to be anywhere near 25 tons it is probable that the discount rate will be increased to five to one. Whenever one of these loans is made, by the way, the planter is obliged to follow the cultural directions of the bank's inspectors; furthermore, the money is given him on a monthly budget basis. It is the best economic schooling any group of farmers ever had.

The State Agricultural Credit Corporation is now increasing its capital stock to \$600,000, which will make available \$3,000,000 of credit for carrying next year's increased crop. It is not having much trouble raising the money, for the New Orleans business men, when the situation is put before them, find subscribing to this stock is one of the best investments they could make. It is not that the stock dividends will be high—they will be only 1 or 2 per cent; but here is the argument, as put before a leading hardware jobber:

"How much is your yearly business with the sugar country now?" he was asked.

"Between \$30,000 and \$40,000," he replied.

"How much was it in former years, when the cane turned out a heavy crop?"

"Between \$300,000 and \$400,000."

"Good! We want you to subscribe at least \$5000. It will help you to get back that \$270,000 to \$360,000 of lost business, or a profit of \$20,000 to \$25,000 a year to your institution. We feel sure in our own minds that you will get back your money without the loss of a single dollar, but are not \$20,000 to \$25,000 dividends worth taking a chance for?"

So, they are subscribing, the bankers, the wholesale houses, the retail stores, the railroads. They are subscribing because all the known facts indicate the investment is a good one—for themselves and for their community; and because the men at the head of the State Agricultural Credit Corporation inspire confidence in the way the funds will be administered—such men as C. F. Dahlberg, vice-president of the Celotex Company, who is president; Dr. R. O. Young, planter and banker, of Lafayette, first vice-president; August Thibaut, banker, of Thibodaux, second vice-president; G. Huber Johnson, formerly of the Marine Bank, New Orleans, treasurer-manager, and directors, J. C. Barry, president of the Bank of Lafayette; L. O. Broussard, president of the Bank of Abbeville; George Rives of the Canal Bank of New Orleans; Charles deB. Claiborne, vice-president of the Whitney-Central Bank of New Orleans; Lynn H. Dinkins, president of the Interstate Bank of New Orleans; L. M. Pool, president of the Marine Bank of New Orleans; Jules Godchaux, president of the Bank of Raceland, and planter; James H. Kepper, vice-president of the Hibernia Bank of New Orleans; Ollie Webb of the Texas and Pacific Railroad; Algernon Badgar of Woodward, Wight & Co., New Orleans; Newton Kearny of J. Watts Kearny & Sons, New Orleans, and others.

Texan, World's Largest Producer of Duroc-Jersey Hogs.

According to the National Duroc-Jersey Association, Peoria, Ill., J. R. Oliver of Whitewright, Texas, is the largest producer of Duroc-Jersey hogs in the world. Along the "beaten path" to the Oliver farm each year comes approximately \$40,000 for pedigreed porkers. Last year 582 registered head were sold.

Mr. Oliver on a recent trip East, as a member of the "Know Texas Better Train," when in Baltimore, told of his hog industry. He stated that he had been engaged in farming all his life and for more than twenty years had been growing considerable cotton. He now owns a 90-acre black land farm near Whitewright, Texas. Here he keeps over 200 registered hogs. Much of the feed is grown on the farm and he has provided for year-round green pasture. In addition to his purebred hogs and cows he also has "purebred" corn and cotton.

Ten years ago Mr. Oliver had only one purebred barrow in his feeding pen and when killed it gave a better quality of meat than other "killings." Because of this demonstration the owner decided to get a purebred boar and improve his grade sows. He now has a breeding herd of 40 sows.

Simple but adequate equipment is made use of on this farm. A hog-proof fence surrounds 60 of the 90 acres. Lots have been arranged in order to permit green pasture the year round. Sudan is the chief summer grass and oats, wheat, rye and barley are sowed for winter pasture. Shelter facilities consist mainly of the "A" type house, with doors on each end and with some of the side plank on hinges to form a side door. This side door is to afford sunshine, air and ease in cleaning, feeding and caring for the sows and pigs. All pens are equipped with farrowing rails which prevents the sows from mashing the young pigs. There are two 14 by 16 foot cement slabs which furnish sanitary feeding floors.

The success of this endeavor to a large degree is due to strict business management, says C. C. Morris, Grayson county agent, who has been a constant advisor to Mr. Oliver. In 1924 Mr. Oliver won a gold medal offered by the Texas Swine Breeders' Association as one of his sows produced a ton litter. His statement concerning how this record was made is as follows:

"The first essential is a foundation stock. I had purebred Duroc-Jerseys, the dam of this litter being Pathfinder Orion Lady; the sire, Great Orion Second. I had good fortune to save the 10 pigs at farrowing, which I attribute to the good quality of the sow. Up-to-date quarters were provided and careful attention was given the sow and litter. The sow was placed in her quarters a few days before farrowing time. The house was thoroughly cleaned and disinfected. She remained there until the pigs were two weeks old. The sow and litter were then put on a two-acre oat pasture. The sow remained in this lot till the pigs were three months old. Then she was removed to another pasture. The pigs remained in this lot throughout the contest. In this lot they were provided with shade and fresh drinking water at all times. Mineral before them at all times consisted of eight parts of charcoal, eight parts of wood ashes and eight parts of salt. I fed them in a self-feeder, which I find saves a great amount of labor."

Hogs were raised in periods of depression, especially when the demand for them was slack. In this connection Mr. Oliver explains:

"I stay in the hog business all years. Any 10-year average will show hogs very profitable on any well-managed farm. Grain sold on hoof for a number of years will average more than that sold in sacks. Some paper should boost more good livestock fed on grain from more acres, anyhow, that is my farm slogan. County Agent Morris helped keep me in the hog business. He has always helped me. He persuaded me to prepare my first fair exhibit."

The prosperity of the Oliver enterprise indicates the soundness of a well-planned scheme of farming consistently in good and bad times.

Inland Waterways and Flood Prevention Program.

Of a score of interesting and important features which marked the twentieth annual convention of the Atlantic Deeper Waterways Association at Baltimore, last week, probably the most significant was indication that the organization has developed far beyond its original scope and has expanded from a sectional agency into one with national activities and responsibilities. Moreover, this association is one which translates its convention program into actual work, instead of expending its energies in talk and stopping at that point.

Furthermore, in indirect fashion, the convention fell into line with the National Foreign Trade Council and other national organizations in accepting flood prevention as a subject closely related to inland waterways, and in a resolution it urged that the Federal Government take steps to prevent recurrence of the annual flood in the Mississippi Valley. This resolution read as follows:

"The members of the Atlantic Deeper Waterways Association have keenly felt the suffering and tremendous losses which have been brought about in flood regions of the Mississippi River and its tributaries. To those who have suffered in one way or another, we would extend our deepest sympathy.

"In view of the fact that the Mississippi River and its tributaries, stretching from the Rocky Mountains to the Alleghenies and from the Lakes to the Gulf, drain more than one-third of the total area of the United States, or 1,200,000 square miles, and these rivers are under the control of the Federal Government, we would express the hope that the Government will promptly come to the rescue of those who have suffered, actively co-operate in the rehabilitation of the overflowed districts and begin as promptly as possible a campaign for safeguarding the Mississippi Valley forever from such a disaster as that of the present year. We recognize the fact that this will involve the safeguarding of all of its tributaries from damaging overflows.

"Every disaster from these floods, whether it be on the Ohio, the Tennessee, the Red River, the Mississippi or any of the tributaries of the Mississippi, is a disaster to the entire country. The protection of all of the country tributary to these rivers is a problem for the Federal Government, and the entire country must unite whole-heartedly in this great campaign."

In the program of the Association the South figures largely—probably to a very major degree—and the present situation in regard to the great inland waterway proposed from Boston to Florida, across Florida and along the Gulf, even to Mexico, was thus described by President J. Hampton Moore:

"The failure of the Deficiency bill in the last Congress, due to a filibuster, held up payment of the purchase money for the Cape Cod canal, but it is expected that when Congress meets again this bill will be passed and the Cape Cod canal will become public property, freed from tolls. The northernmost link of the Atlantic coastal waterway will thus be added to the 1500-mile chain already constructed or legislatively provided for. The last River and Harbor bill contemplated the taking over of the Florida East Coast waterway and the construction of a new waterway south of the Cape Fear River to the inland waterways already established in South Carolina and Georgia, and for a project north to join the long stretch of completed waterways leading from Beaufort, N. C., to Trenton, N. J. The one great link of the chain, still in legislative abeyance, is that of the New Jersey ship canal project which * * * when authorized and constructed, will connect the southern waterways with those of New England and the West.

"Reports upon the Florida East Coast project are encouraging. The State legislature has created an Inland Waterways district with power to issue bonds to acquire the right-of-way to conform to the Government scheme of a channel 75 feet wide and 8 feet deep. The district commission, which has waterways jurisdiction in the 11 East Coast counties of Florida, organized August 20 last, and engaged Colonel Gilbert A. Youngberg, a retired army engineer, as chief engineer, to arrange for an appraisal of the equity of the Florida Canal

and Transportation Company which now owns the East Coast Canal. This brings the State of Florida as well as the Federal Government squarely behind the southernmost link of the intracoastal waterway. It is noteworthy also that officers and members of the Atlantic Deeper Waterways Association were included in the Governor's appointees to the commission.

"Decided impetus also has been given during the past month to the other 'missing link,' from Charleston to Georgetown, S. C., pursuant to the Act of Congress. Hearings before the district engineer are being held. Some local differences of opinion have arisen as to the most economic inside route, but great earnestness of purpose is being manifested by the commercial interests which require better transportation facilities. It will be left to the engineers to determine the best route. The testimony before the district engineer called attention to the menace to life on the outside water route from Charleston to Georgetown, and the reduced freight rates and insurance on the proposed inside route. The lumber and other interests also pointed to the lack of railroad facilities in the expansive country to be served by the new inside waterway. The railroads have not covered the territory."

Among those who appeared before the committee on resolutions was James C. Fitzsimmons, United States district engineer, who advocated work on the stretch from Cape Fear to Georgetown. In this connection, it developed that the people of that section had been reluctant to give the Federal Government rights of way needed for the project and it had become necessary to organize the South Carolina Waterways Association for a campaign of education through which to inform the people of the advantage of the project to their section and all the South. This organization now is working vigorously and hopes soon to straighten out all obstacles.

On the other hand, discouragement for the South—indeed, for the entire nation—was seen in a speech by General Edgar Jadwin, chief of engineers, War Department, in which he indicated that the army engineers would stick to their policy of "levees only" in Mississippi flood prevention—a policy which has resulted in annual overflows for many years and which this year culminated in "a flood which represents the most colossal engineering blunder in the history of the civilized world," as Gifford Pinchot, a recognized authority, has described it. Control by a reservoir system as General Jadwin expressed it would cost between \$1,000,000,000 and \$2,000,000,000, whereas, he believed, "adequate control" could be provided by raising the height of the levees by six or seven feet at about 10 per cent of the cost of other methods. One hundred and fifty army engineers are at work on the problem, said General Jadwin.

Strong advocacy of a canal across Florida was voiced to the committee on resolutions by Chairman John G. Ruge of the Florida State Canal Commission, and the Association renewed its expressed belief that "the growth of the State and the increasing demand for transportation between the Gulf States and the Atlantic seaboard will serve to emphasize the necessity for avoiding the long and dangerous detour around the Florida cape."

Virtually all the officers of the organization were re-elected, J. Hampton Moore being chosen president for the twentieth consecutive term, William E. Bernard of Pennsylvania as treasurer and John H. Small of North Carolina, Murray Hulbert of New York, Mayor Frederick W. Donnelly of Trenton, N. J.; Mayor William F. Broening of Baltimore, Frank S. Davis of Massachusetts, Mayor E. G. Sewell of Miami, Fla., and A. B. Schwarzkopf of Virginia as vice-presidents at large.

An election has been called for October 11 by the Board of Aldermen of Greenville, N. C., on a bond issue of \$100,000 for the erection of a new high school building.

Log of an Arkansas Cruise.

IV.

By RICHARD WOODS EDMONDS.

The Hot Springs of Arkansas need little introduction; their fame is more than nation-wide, it is international. The warm waters, with their radio-activity and resultant curative properties, annually draw over 300,000 guests. The skipper and his crew didn't need to visit a bath house; the water from the springs was piped to their bath tub on the eleventh floor of the Arlington. The skipper had been there many times before, but the crew for the first time had two good dips in radio-active water.

This was only an experience, but in the evening after dinner the crew had an entirely new kind of thrill. Mr. Arnoux, announcer of the KTHS (Kum To Hot Springs) station, had invited skipper and crew to the broadcasting studio on top of the Arlington Hotel, so dinner over, up we went. To the surprise and delight of the crew, Mr. Arnoux announced his guests over the radio, told of their tour of the State, and said that Arkansas was very glad to have the crew as a visitor—the skipper being no visitor but an important part of the State.

After breakfast we visited one of the bath houses, built over a hot spring and using the water in various curative processes. Before the discovery of the springs by De Soto the Indians knew and valued their curative properties. It is said that, though rival Indian tribes often fought bitter wars in the mountains roundabout, there was a well-respected compact among all of them that their sick, by dressing in a

designated fashion, might pass unmolested through enemy lines and bathe in peace.

Since the simple days when those lean, muscular warriors slipped down leafy forest trails to bathe in pools carved out by the flow of the waters, vast and complicated changes have been wrought. Gone are the lean and sinewy warriors; in their place come all manner of men and women, some lean and suffering from rheumatism and many other ills; others simply so fat of body and flaccid of muscle that exercise is long since out of the question and hot baths and skilled masseurs are required to remove excessive fat and restore a measure of health. Where once were leafy mountain trails, now are steel rails and concrete roadways. Where springs poured into pools of their own shaping and flowed away through channels of their own patient carving, there have sprung up large, elaborate, many-roomed bath houses with vast arrays of strange mechanical devices for doing queer things to the human form divine—or bovine. I suppose the Indians lived in their own tepees while taking the course of baths; I know they bathed free of charge. Today the visitors to the Springs may live in any kind of a dwelling, from the beautiful and luxurious Arlington to the simplest and most inexpensive of rooming houses; for the three-weeks' course of baths they pay \$20. Such a low price for the baths was a surprise to me, but was explained by the fact that the Federal Government has made a national



THE CITY OF HOT SPRINGS—HOTEL ARLINGTON APPEARS IN THE CENTRAL BACKGROUND—STEEL OBSERVATORY TOWER STANDS ATOP THE MOUNTAIN IN THE RIGHT BACKGROUND.

park—incidentally, the oldest in the country—of the valley and surrounding mountains, and controls the price levels. Otherwise the price would probably be nearer \$200 than \$20.

Mr. Pettie's former prominence in state and national banking circles had made most of the bankers in the State his friend, and at nearly every stop we called on at least one of them. In Hot Springs we inquired for Robert Neill, retiring President of the Arkansas Bankers Association, found he had not returned from lunch, and drove to his home. We



THE 54-MILE LITTLE ROCK-HOT SPRINGS HIGHWAY.
On this road the breeze put the megaphone out of business.

got there in one of the hardest rain and thunder storms I have ever seen. Mr. Neill had been informed from the bank that we were on the way, spied us before we stopped and with his hospitality in no degree dampened by the downpour came out to the car to bring us slickers and an umbrella. He gave me some samples of novaculite, rough and finished, and of red slate, both of which were quarried near by.

The novaculite has for years been quarried and shipped to New Hampshire, where it is cut and finished for high-grade oil stones and razor hones. Arkansas people think this finishing should be done within the State, and possibly some day it will, but so far no local capital has come forward to establish the industry in Arkansas, and New England capital prefers to do the work—and spend the profits—in New Hampshire. The red slate, if its quality is right, should prove very popular as a roofing material; but capital is needed for its development.

In fact, this remark applies to many of the mineral deposits of the State. Arkansas is rich in a great variety of minerals. The oil and gas fields are now being developed, and natural gas is piped to numerous industrial plants such as large brickyards and the Niloak pottery works, the last to be described presently. Anthracite is being mined, but only on a comparatively small scale. Clays are being used, several very large plants, such as the one shown in these pages, making brick of high grade. The kaolins, colored as

they lie in the ground, are manufactured into Niloak pottery. But on the whole the industrial development lies in the future. The slates, the asphalt, gypsum, phosphate, zinc and lead, the iron ore not far from bituminous coal and immense quantities of limestone, the lignite — and all bisected by a river which, running wild now, yet has possibilities of development into a great artery of commerce through the heart of the State from east to west—all seem to me to foreshadow industrial developments large and diverse.

"But the people—what of the people? Are they progressive? Will you ever get any developments by local initiative?" I had asked Mr. Pettie once at the start of the cruise.

"Well," he replied, "in the past we have been pretty well satisfied. But we are becoming impatient with the old, easy ways. Some time ago, under the auspices of the Camden Chamber of Commerce, backed up and supported by the Arkansas Power and Light Company and the railroads of the State, 110 prominent and progressive business men made a trip of 2350 miles on a special train, through Alabama, Georgia, the Carolinas and Tennessee. In North Carolina they found a state remarkably like Arkansas, low in the east, mountainous in the west, rich in minerals, well supplied with timber and power (we have hydro, lignite, coal, oil and natural gas, and every portion of the State has a share of one or the other) and above all, very similar in population. The same Scotch-Irish strain that, once aroused, has brought



AIRPLANE VIEW ACME BRICK COMPANY'S PLANT AT PERLA.

North Carolina so rapidly to a position of leadership is the dominant strain out here. Our 110 business men found that North Carolina communities had developed small industries with local capital, energy and talent. They learned that *after prosperity had been created in North Carolina by native efforts, then and only then, outside capital poured into the State in search of bargains.* Those 110 men, going about their business in all parts of the State, are tremendously inspired by the vision of our possibilities, and they are awakening the whole State. We realize that we are



LITTLE ROCK'S NEW HIGH SCHOOL.
Built of buff brick from the Acme Brick Company's plant shown here.

just about where North Carolina was 25 years ago. We are consciously and deliberately taking North Carolina as a model, and are setting to work to improve upon it. Outside capital will be welcome, but we aren't going to wait for it; we are going ahead with our own capital, energy and brains. Outside capital will come, right enough."

But to return to Hot Springs; the city and its environment claimed two-thirds of a day. The baths, the call on Mr. Neill, a drive up a deep valley which will soon be flooded by a 40,000-acre power reservoir, and a call on Col. Fordyce, at his beautiful log home a few miles out of the

ton there is located the plant of the Niloak Pottery Company. Niloak is a trade name made by spelling kaolin backwards. Here occur those deposits of kaolin already mentioned which, as far as I know, are unique; for instead of being white like all the other kaolin I ever saw, this is colored. Five distinct colors are mined—red, blue, green, gray and cream. Pottery made from mixtures of these colors has the streaks of all of them, or of any of them desired.

We watched the making of a vase. From a cupboard the potter took a wedge in which layers of different colors had



city, where, among other rare curios he showed us a rifle believed to have belonged to Daniel Boone, considerably more than filled the morning. About mid-afternoon we set out for Little Rock, 54 miles east by northeast.

It would be possible, but not worth while, to build a broader highway than the 18 or 20-foot ribbon of concrete connecting the two cities; in level country it would be possible to build with fewer curves and grades. But in those hills I do not see how it would be possible to improve upon that road. The car sped sweetly—only a chronic speedometer-watcher could say how fast. The wind in the megaphone was our indicator, and there were few "neighbors" to greet.

After about 25 miles of such driving we turned off at Benton, and I learned something about pottery. Near Ben-

ton there is located the plant of the Niloak Pottery Company. Niloak is a trade name made by spelling kaolin backwards. Here occur those deposits of kaolin already mentioned which, as far as I know, are unique; for instead of being white like all the other kaolin I ever saw, this is colored. Five distinct colors are mined—red, blue, green, gray and cream. Pottery made from mixtures of these colors has the streaks of all of them, or of any of them desired.

We watched the making of a vase. From a cupboard the potter took a wedge in which layers of different colors had

turn. Here a hair line of blue widens out, takes a kink, and disappears; there another color dominates for a short space. The shape of a Niloak vase may be duplicated a thousand times; the same colors may be used; but the twists and turns of the markings can never be twice the same.

From there we drove a few miles to Bauxite, the reducing plant and town of the American Bauxite Company, subsidiary of the Aluminum Company of America. In the town of Bauxite there are no police, no jails, and no crime. Boy Scouts perform such police duties as are necessary—traffic regulation and the like. The great plant which supports the town accounts for 94 per cent of the bauxite produced in this country. At the present rate of mining, the deposits in Saline county are good for many years to come. Additional, unsurveyed deposits occur in Pulaski county.

All good things must come to an end, and when we left Bauxite our cruise was nearly finished, only a short 25 or 30 miles of that perfect highway lying before us. The crew was at the wheel and determined to make the most of it. It must be aggravating, when you see a brawny negro sprawling half asleep atop a load of cordwood in tow of a mule, and you shout through the megaphone, "Hey, big boy, don't work too hard and get overheated!" to have your good advice blown down your throat. But the skipper's good nature was equal to even that test, and we pulled into Little Rock still firm friends, the skipper happy in the hope that his four days had been spent to the advantage of his beloved State, and the crew well satisfied that never before had he seen so much new, beautiful and promising territory in any other four-day period of his life.

[The End.]

Rapid Advancement of Commercial Aviation in Southwest.

Tulsa, Okla., Sept. 17—[Special.]—Out here in Oklahoma and the other great mid-continent oil fields which are now scattered far out into the great open spaces, the new method of transportation through the air has come into its own; and today this city, named the "oil capital of the world," is preparing for its greatest fleet of airplanes during the International Petroleum Exposition, to be held from Sept. 24 to Oct. 1.

More than 30 commercially-owned aircraft will assemble here for the big congress of oil men, bringing executives of some of the largest companies; and a dozen locally-owned planes will also be in the fleet. Added to these will be an army "blimp" which will be brought here from Scott Field as a tribute to the industry which has made lighter-than-air craft safe by the helium gas produced from certain oil wells.

The Standard Oil Company of Indiana's plane, "Stanolind," will transport Colonel Stewart and Vice-Presidents Jackson, Bullock and McElroy from Chicago; President Hull and three other officers of the Texas Company will fly here from Houston; two land men of the Manhattan Oil Company will come by plane from Fort Worth; a Phillips Petroleum Company plane will fly from Bartlesville; the Eagle-Picher Lead Company of Joplin, Mo., the Royal Typewriter Company, the Maxwell House Coffee Company, A. E. Merriam of Wichita, E. G. Johnson of Ardmore, Okla., and several others are planning air trips to the exposition.

To top the aviation program, Colonel Lindbergh will be at the exposition with his "Spirit of St. Louis," and perhaps Arthur Goebel, who flew to Hawaii with his "Woolarac."

At least one airplane manufacturer will have an exhibit to try to induce oil men at the exposition the advantage of his plane, while Bob Garland, the discoverer of the great Seminole oil pool, who has recently taken the agency for

the Ryan airplane in Oklahoma, will fly a new monoplane from San Diego specially for the exposition.

It is doubtful if another industry is as keenly interested in aviation, generally, as the petroleum industry. No matter how small the corporation is there is always talk of aviation, planes used in the industry, and aviation fuel. This latter phase is considered so important that numerous of the larger oil companies in this section have put crews of engineers at work in order to bring out a "perfect" airplane gasoline. And several have already announced that they have approximated that ideal with lighter, more volatile and more nearly perfect combustion.

But most important of all is the interest in the airplane as a means of rapid and reliable transportation. Farther and farther the prospecting for oil is branching out into vast, almost unsettled territory. The safest, the swiftest, the most comfortable method is by plane. Railroads have often not reached into this territory, or else the connections with the larger cities are slow and timewasting. Thus, the airplane is often called into play. Oil companies are buying them for their land men, their geologists, their plant and field superintendents and their executives. Best of all, there are numerous landing fields; and if a forced landing is necessary the general terrain is such that usually little damage is caused the plane.

Tulsa, the center of oil activities in the mid-continent field, boasts of two excellent landing fields and a third is in prospect. Six planes are located at one, a private field, and calls are made daily for commercial work.

The city only recently was granted an air mail route to St. Louis and this will be started within a month or two. Eventually, it is expected that the city will be on a through route from coast to coast. The southern route, aviation enthusiasts here point out, is an all-weather route with only a short stormy season at all points, and the mountains to the west are much lower than the present coast to coast route.

Aviation in the southwest has come with a vengeance, and due for rapid progress.

Financing 300-Mile Gas Line to Cost \$14,000,000 —Capacity to Reach 150,000,000 Cubic Feet Per Day.

Houston, Texas.—For the purpose of financing the construction of a gas pipe line to cost approximately \$14,000,000, the Dixie Gulf Gas Company, recently incorporated under the laws of Delaware and to be under the management and control of W. L. Moody III and O. R. Seagraves, both of this city, have offered an issue of \$9,500,000 first mortgage 6½ per cent sinking fund gold bonds, series A, with stock purchase warrants, and \$3,750,000 of stock to consist of 37,500 shares of \$7 cumulative preferred. The bonds have been offered through Blyth, Witter & Co., New York, and associates, while the stock has been offered through Tucker, Anthony & Co., New York, and associates.

The main terminus of the gas line will connect with the pipe line of the Reserve Natural Gas Company of Louisiana, in the vicinity of Waskom, Texas, the line to extend to points near Houston and Port Arthur, a distance of approximately 300 miles exclusive of gathering lines. Upon the completion of all compressor stations, the capacity of the line will be about 150,000,000 cubic feet of gas per day. The company will also own a gasoline absorption plant with an estimated annual capacity of 6,000,000 gallons for the by-product manufacture of gasoline from natural gas.

The company has entered into a contract with the Hope Engineering and Supply Company of Mount Vernon, Ohio, for the construction of the proposed line, which is expected to be completed by February 1, 1928.

International Harvester Company Develops New Cotton Harvesting Machines.

The International Harvester Company announces that it has developed, in connection with its Farmall tractor as the power plant, what it believes will prove to be entirely practical machines for mechanically harvesting cotton, thus cutting the last bond that has tied the cotton grower to slow and costly hand labor. These machines, the company says, should materially reduce the cost of production and also they are expected to improve the grade of cotton produced and under some conditions substantially to increase the amount gathered per acre.

In a statement to the MANUFACTURERS RECORD, the company says:

In recent years, the company has redoubled its efforts to produce machines that would successfully harvest cotton in the lowlands of the South, as well as the uplands of the Southwest, where soil and climatic conditions are vastly different. The result of these efforts is three machines for harvesting cotton: (a) A picker of the spindle type for the lowlands and other sections of the South where the entire crop cannot be picked at one time due to a long season and uneven ripening; (b) A stripper, or boller, for harvesting upland cotton, as it is usually called, which is cotton that matures quickly and ripens evenly; (c) a cotton cleaner for cleaning stripped cotton and bolls.

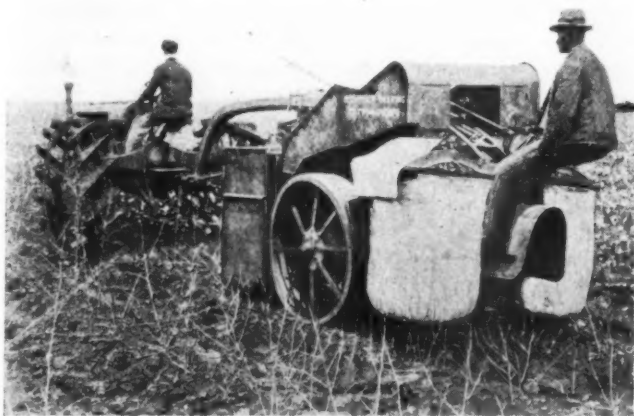
The picker is still looked upon by the Harvester Company as semi-experimental; only a limited number have been produced this year and these have been placed in various sections of the South where they will be operated during the fall and winter and results carefully watched. The machine is what is known as the spindle type, having two picking cylinders

the machine pick up the spreading branches of the plant and place them in a position for the picking spindles on the two cylinders. The spindles revolve rapidly, at the same time moving backward on the cylinder in a horizontal position at exactly the same speed that the picker moves forward. The cotton in the open bolls winds around the spindles and is carried back to the doffers, where the cotton is released by a quick reverse action of the spindle as it passes between two sections of the doffer. Each section of the doffer is equipped with a small set of brushes on the upper and lower sides. Each spindle passes between the two sets of these brushes which clean the spindle of cotton at the time when the reverse action of the spindle takes place.

The next operation is to separate the cotton from dirt and trash, which is accomplished by means of a revolving disk



DUMPING STRIPPED COTTON FROM McCORMICK-DEERING COTTON STRIPPER.



FARMALL TRACTOR DRAWING McCORMICK-DEERING COTTON PICKER IN COTTON FIELD.

set vertically, each carrying a large number of spindles which work horizontally and are close enough together for at least one of them to come in contact with every open boll on the plant. The two picking cylinders and doffers are suspended by pendulum and spring floating action. The picking mechanism floats in all directions and thus adapts itself to the variations in the cotton row and the ground, thereby obviating the need of accurate guiding of the wheels of the machine and eliminating danger of breakage of spindles and injury to the cotton plants.

As the picker is pulled along over the cotton row by the Farmall tractor, two large gathering shoes on the front of

cleaner. From this centrifugal cleaner, the cotton passes on to an elevator, where a cylinder and belt cleaning device continue the cleaning action. The cotton then passes into one of two large gathering bags at the rear of the machine. These gathering bags are removed when full and replaced with empty ones. The outfit is operated by two men, one guiding the tractor and the other controlling the cotton picker. The machine will pick from two to five bales of cotton a day, which is equivalent to what two pickers could gather in from eight to 15 days. On the basis of present wages paid to hand pickers, the machine will save from \$10 to \$15 a bale under hand picking. Mechanically harvested cotton will, as a rule, grade higher than the average hand-picked cotton.

Whereas, the picker gathers only the ripe cotton or open bolls, the stripper or boller is designed to gather the ripe cotton and also the unopened bolls in one operation. It is a very simple machine in comparison with the picker and can be operated either by tractor or horse power. The stripper has a pair of long dividers, similar to the dividers on a corn binder, which pass one on each side of the cotton row. These dividers are adjustable up and down and are operated close to the ground. As the machine is drawn forward, the dividers guide the cotton plants between two stripping chains immediately back of the dividers. A series of stripping fingers on these chains strip the bolls from the plant and deliver them into a gathering box at the rear. Spring bars and leaf springs known as picker fingers are located immediately below the stripping chains. These fingers gather and retain any loose cotton that is not in the bolls. When the gathering box is filled with bolls, it is dumped on a large piece of canvas located at convenient points in the field where a cleaning machine may be located. The stripper, operated by

two men, is capable of gathering from two to five bales of cotton a day, depending upon the yield and condition of the field.

The cotton cleaner used in connection with the stripper is a self-contained, power-operated stationary machine, to which the bolls and stripped cotton are taken after being dumped from the stripper. The cleaner is of the spindle type and consists of a revolving drum having spindles of the same type as the cotton picker previously described. The stripped cotton is delivered into a hopper and then is passed through a feeder, which delivers the bolls at a uniform rate to a boll-breaking device which opens the closed or unripe bolls without injuring the fibre. The cotton is next passed on to the spindle drum, where the spindles pick up only the lint, all other material being ejected. The cotton is removed from the spindle by doffers in the same manner as on the picker, and the lint is pneumatically conveyed to a wagon or cotton house, where it is then ready for the gin.

Thousands of bales of cotton are left in the field each year in the unopened bolls or "bollies"; with the cleaner and the stripper, which may be taken into the field late in the fall following hand pickers or the mechanical cotton picker, the cotton in these "bollies" can be harvested, adding considerably to the grower's income.

The International Harvester organization has actively assisted many inventors working on mechanical cotton harvesters during the past 30 years. Ever since the World War, when hand pickers became scarce and high priced, unusual efforts have been put forth by the Harvester experimental department in the development of thoroughly successful cotton harvesters. It has built and conducted experiments with suction, spindle and stripper types of machines. A vast amount of time and money has been devoted to this work. Interest in mechanically producing and harvesting cotton has been renewed by the success attained by the Farmall tractor in materially reducing the cost of planting and cultivating the crop. With the Farmall tractor and multi-row planting and cultivating equipment, one man can now plant and care for 100 acres of cotton up to the harvesting operation, while a man with a mule and single-row tools can tend only about 10 acres. Up to the present time, however, harvesting the crop mechanically has been the one problem unsolved.

Efforts to develop a successful cotton harvester date back as far as 1850, when the first patent was taken out. In the late nineties, when Angus Campbell was in the experimental department of the Deering Harvester Company, he worked out many of the features of what later was known as the Price-Campbell cotton picker. This machine would pick the mature cotton, but it was claimed that it left too large a proportion of the cotton unpicked and also damaged the unopened bolls and the oncoming crop in sections where the season is long and the leaves remain green on the plant. W. H. Turner was another inventor who worked along similar lines as Campbell.

Later, John F. Appleby, inventor of the Appleby knotter for twine binders, turned his attention to a cotton harvester and developed a machine with spindles entering the plant vertically. Some of the Appleby machines were built and sold in the upland cotton sections, where they were fairly successful in picking the entire crop at one time, but this machine had the same shortcomings as the Price-Campbell picker when working in lowland cotton, which developed unevenly and had to be picked three or four times to prevent the ripe cotton from losing grade.

At the time these machines were being developed, there did not exist the present urge or necessity for mechanical pickers, because the cotton States had not yet felt the scarcity of hand pickers and the consequent extremely high wages. As a result, cotton is the one staple crop where production, in

one or more essential operations, always has been hampered by expensive hand labor methods. For practically all other crops, machinery and mechanical power have been developed to replace hand methods and animal power. In the past three or four years, the use of tractors for plowing, planting, and cultivating has brought about very material reductions in cotton production costs, particularly in Texas and Oklahoma where power farming has perhaps advanced more rapidly than in other cotton States. The labor problem has been becoming more and more acute for the Southern farmer, just as it has for farmers in other sections of the country. It is expected that by the use of the new McCormick-Deering cotton picker, stripper and cleaner cotton growers will be able to reduce their production costs materially. They also will be able to eliminate much of the delay and a good part of the worry and expense that always accompanies the employment of large numbers of laborers.

"Platform of American Industry."

In anticipation of the convention of the National Association of Manufacturers, to be held at Chattanooga next month, subjects for the first 14 planks to be incorporated in the "platform of American industry" which will be submitted to the Republican and Democratic national conventions were selected at a conference of 75 industrialists from 35 States, held in New York City. The subjects will be expanded by 14 subcommittees to be appointed by President John E. Edgerton and then will be edited by a general drafting committee.

The subjects selected are: Government and business, taxation, regulation of combinations, employment relations, transportation, immigration and naturalization, international relations, tariff, foreign trade policies, merchant marine, Federal Reserve Bank system, waterways development, flood control and agriculture. All except the last three were included in the platform adopted by the National Association of Manufacturers in 1924.

Among the members of the committee on the platform of American industry are C. M. Jespersen, treasurer of the Southern Manganese Corporation, Anniston, Ala.; Julius Goslin, president of Joubert & Goslin Machine & Foundry Co., Birmingham; John L. Kaul, president of Kaul Lumber Co., Birmingham; W. B. Baker, president, Atlantic Ice and Coal Corporation, Atlanta; E. R. Richardson, vice-president, Ocean Steamship Co., Savannah; Sam Tate, president, Georgia Marble Co., Tate, Ga.; W. Hume Logan, president, Logan Company, Louisville, Ky.; Philip S. Tuley, president, Louisville Cotton Mills Company, Louisville; E. J. Scott, vice-president, Smith & Scott Company, Paducah, Ky.; Charles deB. Claiborne, vice-president, Whitney Central National Bank, New Orleans; A. J. Peavy, president, Peavy-Wilson Lumber Co., Shreveport, La.; F. Highlands Burns, president, Maryland Casualty Co., Baltimore; L. N. Dantzler, president, L. N. Dantzler Lumber Co., Gulfport, Miss.; J. T. Caradine, president, Caradine Hat Co., St. Louis, Mo.; H. I. Finch, president, Emerson Electric Manufacturing Co., St. Louis; Ellison A. Smyth, president, Belton Mills, Belton, S. C.; John E. Edgerton, president, Lebanon Woolen Mills, Lebanon, Tenn.; I. B. Merriam, president-treasurer, Chattanooga Boiler and Tank Co., Chattanooga; E. H. Sholar, president, Chattanooga Implement and Manufacturing Co., Chattanooga; E. J. McMillan, vice-president, Standard Knitting Mills, Knoxville; Henry W. Anderson, Richmond, Va.; H. R. Fitzgerald, president, Riverside & Dan River Cotton Mills, Inc., Danville, Va.; J. G. Bradley, president, Elk River Coal and Lumber Co., Dundon, W. Va., and Hugh R. Hawthorne, secretary and general counsel, Pocahontas Fuel Co., West Virginia.

Miami's Progress One Year After the Storm.

By HAMILTON M. WRIGHT, New York City.

Just one year ago on the morning of September 18 Miami reeled before the now historic hurricane of 1926. Now Miami is able to point to substantial progress, while not one of the large public service corporations which were engaged in developments in the Miami territory halted its plans because of the disaster.

The spirit in which Miami has pressed forward to a goal beyond its former ambitions is described by H. N. Rodenbaugh, vice-president and general manager of the Florida East Coast Railway:

"One year after the Miami territory suffered the most overwhelming calamity from a tropical storm that any city has experienced, the world finds that city more assured of its future, more confident of its strength and more hopeful for its steady and substantial progress than ever before. All traces of the widespread damage have disappeared, and a city



A BUSINESS STREET IN MIAMI ONE YEAR AFTER THE STORM.

more beautiful and more splendidly equipped than ever before awaits with open arms the visitors in this next tourist season."

A review of Miami's progress in the 12 months since the great storm shows that the city has gone ahead more actively with public works, streets, harbor works, docks and sewers than in any year in its history; that building records and bank clearings exceed all years prior to 1925, the year of the so-called "boom," and that when construction activities are added to the public works the 1927 totals will rank well with those of 1926, and may exceed them. Reliable figures indicate that the construction in the Miami zone for the calendar year 1927 will exceed \$28,000,000. The total of municipal work, paving, sewers, bridges, docks and water-works finished, contracted for, or planned with funds in hand, amounts to \$8,392,920. The dredging of a 200-foot wide channel to the city docks to a depth of 25 feet, now nearly finished, will cost \$2,375,000.

Bank clearings for the fiscal year ending June 30, 1927, amounting to \$360,100,000, show gains over 1924, which amounted to \$213,373,799. The number of real estate transactions for the same fiscal year were 78,972 and the number of building permits issued from August 1, 1926, to August 1, 1927, were 10,360.

The largest building project is the Dade county courthouse and Miami municipal building, 28 stories, rising 336 feet and costing \$3,500,000. The Miami Sanitarium will cost \$1,500,000; the new First Baptist Church, \$500,000; Temple Israel

Synagogue, \$250,000, and the Douglas entrance to Coral Gables, \$1,000,000. By the close of 1927 it is estimated that the Florida Light and Power Company will have spent \$1,204,000 and the Bell Telephone and Telegraph Company \$750,000 in improvements in the greater Miami area. Miami's second senior high school will cost approximately \$1,100,000, without furnishings. There will be 80 classrooms and a capacity for 2000 pupils. Also a new convention hall is now planned by the city, to seat 15,000.

Total hotel accommodations in Miami and vicinity are given by Harry C. Thomason, secretary of the Florida State Hotel Association, as 101,300 rooms.

In the fiscal year ending June 30, 1927, 43 miles of streets were paved at a cost of \$2,363,112; 67,741 feet of sanitary sewers cost \$258,496; 15 miles of new sidewalks, \$110,540; 55 miles of curbs and gutters, \$270,751, and over 14 miles of storm sewers cost \$654,635. Since July 1, 1927, contracts have been let for 1,003,261 square yards of paving, to cost \$1,320,379, and 95 miles of sanitary sewers, including pump stations, to cost \$1,354,007, and additional storm sewers to cost \$316,079. A new bridge across the Miami River will cost \$300,000; deepening of turning basin and slips, \$300,000; municipal garage and storage building, \$389,000; another bridge across the Miami River, \$486,000, and an additional pipe line from the municipal water plant at Hialeah, \$250,000.

Reports from the city building inspector and city engineer of Coral Gables show that 154 new buildings have been constructed there during the current year, at a cost of \$2,009,300; 53 new homes are under construction by private enterprise, 44 of which have been sold and the Miami Coliseum, to seat 7500, being erected in Coral Gables, is nearing completion. A city hall is being built to cost \$200,000, and municipal improvements this year include 156 miles of new sidewalks, 86 miles of new paved streets, 12 miles of parkways, 6 acres of parks, 7.8 miles of canals, 55 miles of water mains and 5.5 miles of storm sewers.

The University of Miami opened on time last year, despite the hurricane, and before the close of the scholastic year reported more than 1000 students enrolled. The Miami Woman's Club has more than 700 members and a handsome new clubhouse.

Road building is an important feature of Miami's development. Biscayne boulevard, skirting Biscayne Bay for 8½ miles, was widened and improved at a cost of about \$8,000,000 and 33 business and residential blocks were cut through, while a causeway is being built across the bay at a cost of \$680,000. The Tamiami Trail to Tampa is now partially completed to Everglade, on the Gulf, a distance of 89 miles. From Everglade to Tampa, 207 miles, the Trail is almost entirely finished. The Tamiami Trail was begun in 1913 and the total cost will be approximately \$14,500,000. It is announced that it will be finished by May, 1928. The Overseas Highway to Key West is now more than 80 per cent completed.

A strong factor in the recuperation of Miami, and particularly of the adjoining farming sections, was the production of vegetable crops last winter. It is estimated that Miami consumes annually \$50,000,000 of produce that can be raised in its adjacent territory. On land, most of which had been overflowed during the hurricane, truck raisers produced large crops. More than \$5,000,000 was realized by the winter tomato crop from Florida City and Homestead, northward. Six thousand carloads of tomatoes were shipped to the North. The extension of good roads and ditches into the adjoining Everglades has opened up much fertile country.

Alabama Fertilizer Rail Rates.

[Special Correspondence Manufacturers Record.]

Washington, September 19.—The fight between the railroads and the Alabama Public Service Commission over the level of intrastate freight rates on fertilizer in Alabama has again come before the Interstate Commerce Commission. The same question was brought up three years ago and a report was issued, but the Alabama Commission declined to act in accordance with the Commission's findings. The railroads operating in Alabama have now filed a petition with the Interstate Commerce Commission, asking a definite order under authority of the Interstate Commerce Act which would supersede the orders of the Alabama Public Service Commission.

For a number of years it had been increasingly evident to shippers and railroads alike that a thorough revision of fertilizer freight rates in the South was needed. The commodity rates under which fertilizer and allied materials moved had been built up in unrelated sections to meet various local conditions. Some regions had a different basis of rates from adjoining territory, and some States, notably Alabama, had intrastate scales considerably lower than the interstate rates in the same region. In July, 1924, the railroads complained to the Interstate Commerce Commission of the low scale of fertilizer freight rates applying intrastate in Alabama. Other complaints also reached the Commission and on October 7 a general investigation was ordered.

The report of the Commission was issued July 19, 1926, to become effective as soon as the railroads could prepare the new tariffs, a six months' job. The new scale is based on distance and applies uniformly throughout the South, raising some rates and lowering others, but retaining the same earnings to the railroads from the transportation of fertilizer.

In Alabama, an abnormally low scale of fertilizer rates was found, due to the early attempts of the railroads to open up traffic in fertilizers and to increase agricultural production along their lines and to the later resolution of the Alabama Public Service Commission to aid agriculture with low rates. "We find," said the report of the Interstate Commerce Commission, "that the maintenance of intrastate rates in Alabama on a lower basis than the corresponding rates herein found reasonable for the interstate transportation of fertilizers and fertilizer materials will for the future result in unjust discrimination against interstate commerce and in undue prejudice to persons and localities in interstate commerce."

In spite of this finding, the Commission did not issue an order requiring the Alabama rates to be raised, and the Alabama Public Service Commission at once set about to find a way to retain the low intrastate scale. Alabama shippers declared that 67 per cent of the fertilizer hauled in Alabama is intrastate and that the Commission findings discriminate against this 67 per cent for the benefit of the other 33 per cent. Although the Commission refrained from deliberately disturbing import rates and port differentials, the low scale of intrastate rates from the port of Mobile is wiped out and a straight distance scale substituted, so that Mobile may handle less fertilizer than previously. Alabamians figure that this will mean thousands of dollars additional that farmers of their State must pay for fertilizer.

Early last spring, the railroads operating in Alabama petitioned the Alabama Public Service Commission to approve intrastate freight rates on fertilizer on the same scale as prescribed by the Interstate Commerce Commission for interstate shipments. Hearings were held in June, and on July 18 the State Commission denied the application of the railroads.

The railroads are now back at the door of the Interstate Commission, seeking a definite order regarding the Alabama

rates. Their petition calls attention to the fact that the Commission found that a lower scale of intrastate rates in Alabama constituted prejudice to interstate commerce. Since the intrastate rates are still lower, it is argued that the prejudice still exists, and the Commission is requested to use its power to protect interstate commerce by ordering the intrastate rates raised to the level of the scale previously prescribed for the rest of the South.

Economic Importance of Lower Mississippi Valley.

New Orleans, La., September 19—[Special.]—"That part of the Mississippi Valley between New Orleans and St. Louis has the brightest prospects of any section of the country." Fred O. Tilson said recently in New Orleans. "I believe the entire nation now wants adequate flood protection, on a permanent and national basis. The development in the sections menaced by the flood is becoming so huge and so important nationally, that the country cannot sidestep the responsibility longer."

Mr. Tilson is the southwestern representative of the Mathieson Alkali Works, manufacturers in immense quantities of caustic soda, soda ash, bicarbonate of soda, sesque carbonate of soda, liquid chlorine, anhydrous ammonia, aqua ammonia, cumarin, vanillin, benzoate of soda, benzoic acid, and benzol chloride.

Salt, one of the products of the lower Valley and Gulf coast, is one of the basic chemicals for industrial development, Mr. Tilson showed. The products made from and with salt are used by the petroleum and cotton oil refineries; by bottlers; in the manufacture of glass; for making bread; for preventing the staining of lumber; for purifying water and for bleaching paper; in the textile mills; in practically all flavoring extracts; and in sanitation.

"One of the most important uses to which a product of salt is put—chlorine—is the bleaching of paper," he said. "Our company has been making experiments for years on bleaching the kraft paper, made by Southern mills from pine trees, so that it can be used for news print. The newsprint now comes from Canada and from Europe; an enormous quantity is consumed in the United States; and when the way has been found to make newsprint out of pine trees, the economic impetus to the South will be tremendous."

"About two-thirds of the kraft paper made in the South is manufactured in Louisiana, so the particular application to this State is obvious."

"The Bastrop paper mills are enlarging their capacity to 1000 tons a day; the mill at Bogalusa has a capacity of 150 tons; the mills at Monroe and Orange, Tex., 300 tons; Elizabeth, 100; and a mill is now being built at Hodge."

St. Louis Asks Bids on \$7,861,000 Bonds.

St. Louis, Mo.—Public building and improvement serial gold bonds in the amount of \$7,861,000 have been offered by the city of St. Louis, Victor J. Miller, Mayor, and Louis Nolte, comptroller, bids for the purchase of which will be received at the Mayor's office until September 29. These bonds are a portion of \$75,372,500 authorized and will bear an interest rate of 4 per cent. They will be issued as coupon bonds, registerable as to principal, or as to principal and interest and will be exchangeable for fully registered bonds in denominations of \$10,000, \$50,000 and \$100,000. Fully registered bonds may again be exchanged for coupon bonds of \$1000 denomination on payment of \$2 per thousand. The bonds will mature from October 1, 1932, to October 1, 1947, inclusive. No bid will be considered at less than 95 and accrued interest.

A Suggestion for the Thorough Nationalization of Mississippi Valley Flood Control.

By L. T. BERTHE, Berthe Engineering Company, Charleston, Mo.

After all possible flood reduction is accomplished by reservoirs on the headwaters of the Mississippi system, there still will be large floods to be handled in the Mississippi Valley. In order that they may be carried to the Gulf without havoc along their course, an adequate levee system, supplemented by additional outlets below the mouth of Red River, will be essential; and, in order that such works may be built and maintained, the old plan of financing must be scrapped and an entirely new one be set up. There are three principal features that must be incorporated in the new plan. Without them, continued devastation is certain; with them, flood protection may be had.

First, the entire cost of construction must be paid by the Federal Government.

It has become essential that the floods be controlled, not for the purpose of land reclamation, but for the welfare of the Nation at large. The present flood emergency has exploded for all time the theory that the river and its floods can be effectively controlled under the cooperative and pro-rata system of governmental-to-local cost. It was always a fallacy, both economically and as a matter of equity.

The necessity of limiting the plans to the economic conditions of the local territory left the Government powerless to cope with the situation and assured ultimate failure—that was the economic fallacy.

Local interests should never have been taxed for a benefit which was merely incidental to the construction of an improvement to meet a national necessity—that was the fallacy in equity.

Only to the extent that such modified conditions will affect the plans and the methods of financing, is it necessary to discuss them here. With national financing will come the final stage of the problem and the last lap in the race with the floods. That fact in itself has a material effect upon the magnitude and nature of the plan. It means that the time has come to abandon tentative and provisional levee grades and sections and to resort to ultimate grades and sections which will, beyond any reasonable doubt, prove adequate against any probable flood. We do not know what degree of relief may ultimately come from reservoirs, and we do know it will be many years before such relief can be depended upon to any large extent. Unless our new levees are to be swept away and our lands again devastated, the levees must be based upon river discharges approximately 50 per cent in excess of the maximum previous floods—say, that of 1844 above Cairo and that of 1913 and 1927 below Cairo. Levee locations must be materially revised; sections adapted to the character of material available for their construction; protection afforded against destructive wave action and against the attack of caving banks. To avoid major disasters during construction they must be completed continuously and in sequence from the upper to the lower ends of the basins.

Last, but by no means least, such additional outlets or spillways as are provided in the lower river below the mouth of the Red must not be merely makeshift emergency affairs, but must be safeguarded in every way and adequate beyond the possibility of a doubt. All of this becomes possible and necessary when the matter is taken on as a national job.

It will immediately be seen that this involves expenditures far in excess of any sums heretofore considered or even men-

tioned, and the tremendous hazards involved make it emergency work in every sense of the word.

Such a program cannot be successfully carried out under the annual appropriation method. Annual appropriations at a level rate neither follow the natural curve of maximum construction efficiency nor do they allow for seasonal variation. As the last flood recedes into the past, they become increasingly more difficult to secure. Therefore the only logical method of financing is by the authorization of a bond issue for this specific purpose—flood control and river improvement—with authority to issue as needed. It is probable that the required authorized issue will approximate not less than \$250,000,000.

Second, the entire cost and responsibility of maintenance, as well as construction, must be shouldered by the Federal Government.

We must satisfy the American people and safeguard their investment. When subjected to careful analysis, the whole proposition of Government construction and local maintenance is both ethically and economically unsound. The Government cannot afford to construct an improvement costing hundreds of millions and turn over its maintenance to the vagaries of a group of local districts. It would have been no more absurd to have turned over the maintenance of the Panama Canal to the Republic of Panama—in fact, much less, as in that case there would have been only one agency to hold responsible, whereas, in this case, they are innumerable and of uncertain life and tenure; and the hazards of lack of maintenance in this instance are not only of property, but also of human life. The position is absurd and must be abandoned.

It may be objected that the Commission and the army engineers are unalterably opposed to this proposition, that the precedent is long established and unbroken and will undoubtedly be upheld by the administration. To which my reply is that the Mississippi River has no respect for precedent. It has broken precedents before and it will smash this one, together with whoever upholds it. We have just agreed to the wreck of one precedent—that of local participation in first cost; the recent flood wrecked that for us. The river will wreck this other precedent in the next great flood, if we don't discard it first. Combating the floods of the Mississippi River is war, and war with an enemy with which armistices are indeterminate and with which there are no treaties of peace. Earthen levees deteriorate and such deterioration is by no means uniform. One would have to place the contiguous interest under continual martial law to have uniform effective maintenance under proposed local control.

The flood hazard has not been removed when the levees have been built. Regardless of the attitude of the local interests, or of any of the agencies now in control, it would be little less than criminal to leave this maintenance to the local interests. It cannot be done. It must not be done.

Third, the Government must be free to select its rights of way. The present situation is untenable. Even should it secure freedom of action in financing, it still proposes to hamstring itself by remaining dependent upon the local interests for the rights of way! Was there ever a policy more blind?—more suicidal? It seems determined to create, in some manner, a Frankenstein that will inevitably destroy it. For years, it has been shackled by local participation. Proposing now to free one leg of that particular ball and chain,

It would leave the other leg chained fast to dependency upon local districts for levee rights of way.

The outcome is obvious. Either the Government is going to control these floods or it is not. If it doesn't break all the shackles, it cannot. There must be many modifications in levee location. Some districts will be financially unable to provide some of the more expensive rights of way for these changes. I can name one. Others *will* not. Results: Chaos. Precedent again. The river will wreck this one, if we don't. The Government must go all the way, if it is going to satisfactorily solve this problem—construction, maintenance and rights of way. It cannot cross the Rubicon with one leg fast in midstream.

We have not as yet discussed the executive agency which is to direct and control the construction of these improvements. The whole work might, of course, be turned over to the army engineers. While they are unquestionably capable of handling it, such a procedure would raise a storm of protest all over the country which would endanger the constructive legislation needed. Then, too, great as is my respect for our army engineers, I rather favor the idea of the meeting of the civilian and the military mind. There are civilian engineers in the country fully as able as those in the army, and some of them have flood control experience. I am, therefore, inclined to favor the retention of a Mississippi River Commission with the following modifications:

Their jurisdiction should include the entire river and so much of its tributaries as is necessary to make the flood control works effective and co-ordinate the channel improvements with those above, and such jurisdiction shall extend to all improvements whether primarily for flood control or for navigation. This is essential, since effective flood control is fundamental to channel stabilization and, in order that all improvements may co-ordinate and form a composite whole, there must be no conflict or overlap of authority or responsibility.

The chief of engineers should be ex-officio the president of said Commission and should have authority to deputize an officer to act in his stead, and under his personal direction, as the executive officer of the Commission. Otherwise, the provisions governing the personnel of the commission should be unchanged, except that an engineer experienced in flood control work should be substituted for the "distinguished public citizen" member of the commission.

This would provide three civilian engineers on the commission. To secure the best results, these should all be men with flood control experience and preferably so selected that one would be familiar with the problems of the upper river, one with the problems of the middle river and one with the problems of the lower river. This would have to be left to the executive judgment of the appointing officer; in this case, the President.

Contract for \$2,750,000 Unit of \$4,500,000 Building.

Lang & Witchell of Dallas, Texas, who are associated with I. R. Timlin of St. Louis as architects for the new \$4,500,000 building to be erected in Dallas by the Southwestern Bell Telephone Company of Texas, advise that general contract for the first unit of the new building has been awarded to the Henger and Chambers Company of Dallas. This unit, which is estimated to cost \$2,750,000, will be 175 by 107 feet, 12 stories with foundation for 18 stories, of reinforced concrete, steel, brick and stone construction. Contracts for excavation and foundation, reinforcing and structural steel were awarded several weeks ago. W. J. Knight & Co. of St. Louis are the structural engineers, while B. D. Hull is the company engineer at Dallas.

1,000,000-Barrel Cement Plant for Saltville, Va.

Regarding a report that the Mathieson Alkali Works, Inc., is largely expanding its plant at Saltville, Va., the company wires from its New York office that it is completing a rehabilitation program started in 1925, and is designing a new cement plant for Saltville to have a capacity of 1,000,000 barrels per year. Details regarding the proposed cement plant have not been announced.

Operations of the Mathieson Alkali Works involve the production of soda ash, caustic soda, bicarbonate of soda, liquid chlorine, bleaching powder and anhydrous ammonia, which are said to be used exclusively in the manufacture of glass, paper, textiles, soap and chemicals. It also manufactures sodium benzoate, benzaldehyde, coumarin, vanillin and other fine chemicals. The Saltville plant embraces about 1000 acres of land in Smyth and Washington counties, on the Norfolk and Western Railway, with plant buildings of brick and wood construction covering about 15 acres. The property contains deposits of chloride of sodium and limestone, said to be principal elements in the manufacture of the company's products. Aerial cableways are used to transport limestone from the quarries.

Strong Claims for Sodium Nitrate and Potash on a Texas Property—Planning to Erect Refinery.

Marfa, Texas.

Editor Manufacturers Record:

I am unable to give you very much information just now, for we have just finished surveying—testing, etc. We own 4000 acres; it has millions of tons of Sodium Nitrates—and Potash—in sight.

Engineers reports show that the amount in sight would last 300 years at rate of 500 tons per day. We have a number of large fertilizer companies wanting to buy our output. Have not closed definite contract with any of them yet. Are forming a closed corporation, Texas Charter—will incorporate for about \$500,000 capital and will erect a plant to refine our product on property. Plant from 300 tons to 500 tons daily capacity. Our holdings are at Candelaria—on Rio Grande—Presidio county, Texas. We will have to operate with motor trucks for a while—will buy 10 2-ton trucks—have assurance from railroad that they will extend switch to our property when we can give them the tonnage.

A. A. SNELL

\$3,500,000 Expended in Year by Florida Power and Light Company for Ice Plants.

Miami, Fla.—During the past year over \$3,500,000 has been expended by the Florida Power and Light Company for new and remodeled ice plants. The company now has plants in the following cities: Arcadia, Baldwin, Cocoa, Daytona Beach, Fort Lauderdale, Fort Myers, Hawthorne, Lake Butler, Lake City, Live Oak, Melbourne, Miami (two plants), Oak Hill, Okeechobee, Palatka, Pensacola, Punta Gorda, St. Augustine, Sanford (delivery only), Titusville, West Palm Beach (two plants).

Under the direction of Frank Y. Pool, head of the ice department, there has been developed a standard for construction, appearance, operation and sanitation. Since its adoption all ice plants the company has acquired were either remodeled or entirely dismantled and rebuilt accordingly, while the newly constructed plants are built to standard plans and specifications.

The city of Jackson, Miss., A. J. Johnson, clerk, will vote October 8 on a bond issue of \$210,000 to repair public buildings, establish aviation park and improve cemeteries.

THE IRON AND STEEL SITUATION

Pittsburgh Steel Market.

Pittsburgh, September 19—[Special.]—The total demand for steel seems to have tapered off a trifle in the past two or three weeks, as mill operations last week were at a slightly reduced rate, but the general flow of orders continues large and the demand is very insistent in character, prompt delivery being required. The proportion of orders marked "rush" has increased, and double and triple notations are becoming common. Buyers are pursuing the hand-to-mouth buying policy with increasing closeness. In general, this is for the purpose of avoiding extra handling, but it is thought that possibly some buyers are carrying the policy too far for their own convenience.

In July and August steel production was at approximately 69 per cent of full capacity, with just a trifling increase. The rate last week was in the neighborhood of 65 per cent. The Steel Corporation's rate last week was the lowest for a long time, except for the dip at the Independence Day holiday.

For two or three months past mill operations have been fully sustained by the orders currently received, backlog tonnage having been practically exhausted by July 1 or earlier. Thus there is no room for any decrease in mill activity from exhaustion of backlog, and the current demand is of such character that it is unlikely to drop off to any extent, while an improvement in general business conditions would doubtless bring an increase. At the same time predictions of any large increase in steel demand during the remainder of the year have been finally dropped.

A continuance of the August rate of production through the last four months of the year would make the 1927 total production of steel ingots about 43,950,000 gross tons, or just a shade under that of 1925 and 6 per cent under that of 1926. The year would then be third highest in steel production.

Many lines of steel consumption have been taking more steel than last year, even though last year was record year in total production. Railroads have been taking somewhat less, the oil and gas fields have been taking much less, on account of overproduction of oil, and the automobile industry some 10 per cent less in the early months of the year and, say, 20 per cent less in the past three months. With such decreases, and a small decrease in the total, some lines are obviously taking more steel.

The agricultural implement industry has had a further increase in operations and has very good prospects. In the fourth quarter it will run much better than in the fourth quarter of last year, as then it had experienced quite a backset. Putting the new Ford car into quantity production may have a stimulating influence upon some industries which have been holding back awaiting developments, but it will hardly increase the total automobile trade demand for steel, considering how well some other makers have been running, particularly.

The annual rail buying movement is now at hand, a trifle later than last year. A report has it that the Pennsylvania will take 300,000 tons, or considerably more than last year, but it is not assumed that the total demand will be larger.

Finished steel prices, while not quotably changed, are not giving a very good account of themselves. There has been some further weakening in bars, shapes and plates in the West, and the Pittsburgh price of 1.80 cents, now ruling even on small lots, may not hold on large lots when contracts for the present quarter run out.

A steel company has sold about 6000 tons of basic pig-iron at \$17, valley, making this the market in place or \$17.25 formerly quoted as nominal. Bessemer remains at \$18 and

foundry at \$17.50, valley, with demand very light. Connellsville coke is quite steady, but is dull.

Birmingham Iron Market.

Birmingham, Ala., September 19—[Special.]—The pig-iron market continues slow, but there is hope among the furnace interests. Small-lot sales of iron have continued, now and then a few orders giving encouragement, but soon slipping back into the routine. There has been a firm quotation base right along and sales have been on the \$17.25 per ton level, No. 2 foundry, for some time. Concessions have been denied. Fourth quarter business has not started and indications point to continuation of the present methods of buying for just a few days ahead.

Production is changed a little now and then. Twenty blast furnaces are making iron now, 12 on foundry, 6 on basic and the others on ferro-manganese and special brand. The surplus stock of foundry iron has been increased some recently, though the aggregate is far from being alarming. Many of the smaller consumers are operating shops steadily and several of the big melters are going from 60 to 80 per cent, but none, larger nor smaller, carry any iron on yards worthy of mention. Inventory at any time will show very little raw material on hand. Orders are being received for as small as a carload of iron, 50 tons, while 200 tons is a fair average. The fact that furnace interests have been able to pass the summer with no very large stock of foundry iron accumulated and have maintained a steady quotation, though low, has developed a wholesome sentiment.

Cast iron pipe production is again holding a level, though much under what it was a few months ago. Pressure pipe prices are low, \$30 being stated as the base price on six-inch and over sizes, but sales are still reported at \$29 and now and then a slight concession thereon. Everything considered there is still much pipe being shipped for this district and with new shops and additions the aggregate make will not be very much under the average of the past few years. Soil pipe making is also keeping on with a little activity, though this market is designated as very quiet. Foundries and machine shops are reporting business fair, with no prospects of immediate improvement.

Steel circles again manifest interest in prospects. Railroad orders for 1927 requirements are being received and expectations are that the aggregate business to be placed here will not be much under what it was last year. Building of warehouses in Los Angeles, San Diego and other points on the Pacific Coast through which to handle steel products will be of interest to the Birmingham district, the water haulage from this section now being improved to the extent that steady movements can be arranged without difficulty. The United States Steel Products Company is erecting a series of warehouses on the coast. The Birmingham district has enjoyed much patronage already from that section.

The Southern Structural Steel Board of Trade, which brought representatives from the active steel fabricating companies of the South and Southeast to Birmingham, held its quarterly conference and gave consideration to further economical designing in structural steel for bridge building and general industrial construction work, methods of reducing cost of production and marketing of the products. A new table of standardized plates, bars, channels, beams and angles was adopted. Plans for a more extensive co-operation with architects and construction engineers were discussed. Further investigations were authorized into possibilities of expanding the field. More economic methods of transportation and distribution were considered. The Southern Structural

Steel Board of Trade will in future co-operate more closely with the American Institute of Steel Construction, which will hold its annual convention in October at Pinehurst, N. C. The latter organization includes in its membership at least 95 per cent of the steel fabricators of the United States.

The coal market is still showing improvement and is very near normal production of last year and prospects of continued activity bright. The coke market is good and will be through the fall and winter.

The scrap iron and steel market continues quiet, though there are a few of the items on the list moving. Dealers are able to find all the material they can use and yard forces are being well maintained. Consumers of heavy melting steel are still offering \$10.50 to \$11 per ton. No. 1 cast and stove plate with heavy melting steel are the principal products on the scrap list moving.

Pig-iron and iron and steel scrap are quoted as follows:

PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$17.25; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$17.75; iron of 2.75 to 3.25 per cent silicon, \$18.25; iron of 3.25 to 3.75 per cent silicon, \$18.75; charcoal iron, f. o. b. furnace, \$29.00.

OLD MATERIAL.

Old steel axles	\$16.00 to \$17.00
Old iron axles	16.00 to 17.00
Old steel rails	12.50 to 13.00
Heavy melting steel	10.50 to 11.00
No. 1 cast	14.00 to 15.00
Stove plate	13.00 to 14.00
No. 1 railroad wrought	11.00 to 12.00
Old car wheels	12.00 to 13.00
Old tramcar wheels	12.50 to 13.50
Machine-shop turnings	8.50 to 9.00
Cast-iron borings	8.50 to 9.00
Cast-iron borings (chem.)	13.00 to 13.50

The Metal Market.

New York, September 19—[Special.]—Although sales of the metals have been poor during the past week and prices have continued low—tin establishing a new low level for the year—the morale of the industry has improved. Statistics issued during the week were in most cases favorable from the standpoint of producers, surplus stocks having declined by comfortable margins. The chief barometers which influence the metals have pointed in opposite directions. The most bullish influence were the many new highs for the year on the New York Stock Exchange. On the other hand the performance of the steel industry has been disappointing, what with production declining from the summer levels, prices showing easiness and volume of sales showing no improvement.

Among the non-ferrous metals the good features outweigh the unfavorable ones. Not only have there been substantial declines in visible supplies but it is certain that the invisible supplies, or stocks in the hands of manufacturing consumers, are at an extremely low ebb. For instance, copper consumers have asked repeatedly for shipments ahead of the delivery time specified in contracts. European copper consumers have very scanty supplies. Thus copper stocks in the United Kingdom on August 31 were 20,613 tons as against over 50,000 tons a year ago.

Prices were without essential change during the week except in tin, which on Tuesday sold at 61¼ cents per pound, prompt delivery, compared with the previous 1927 low of 62½ cents and with the low of 1926 of 58 cents in June. Prices improved considerably the latter part of the period however. Copper prices gained slightly, being more firm at 13¼ cents, delivered to the Connecticut Valley, whereas sales had previously been made at 13½ cents. Zinc continued its steadiness, selling most days at 6¼ cents per pound, East St. Louis. Lead was firm at the low levels attained late the previous week of 6 cents, East St. Louis, and 6.25 cents, New York. Antimony declined ¼ cent to 11¼ cents per pound, duty paid. The domestic price of quicksilver

was raised \$1 per flask in the minimum price to \$120. Silver fluctuated between 55¼ cents and 55½ cents per ounce.

The copper statistics were more favorable than expected. Thus while it had been predicted that surplus stocks of refined metal would decrease 5000 tons in August, the actual decline was 10,734 tons, the surplus stocks of 93,654 tons being the lowest since December 31, 1926. Shipments during August were the heaviest since March of last year, totaling 130,520 tons as against 110,105 tons in July.

There was an increase in stocks of blister copper, but notwithstanding, total copper stocks above ground declined 8273 tons. The mine production of copper gained slightly, though this was partly offset by the fact that August contained no holiday.

Surplus stocks of slab zinc decreased 4736 tons last month, the second decline after a long series of advances. Stocks at the close of the month were 34,589 tons, equivalent to about three weeks' consumption. Another favorable feature was the gain in shipments for export, these amounting to over 4000 tons. The average number of retorts operating during the month was 76,004 and the number working on August 31 was 76,851.

Stocks of lead in the United States and Mexico declined 5753 tons during August. Production of refined and anti-monial lead gained 2066 tons, while production of crude lead decreased 2298 tons. Refined stocks at the close of August were 43,189 tons, a decrease of 10,000 tons from the high point of May 31. However, they are still considerably larger than on January 1, when they footed up to 32,630 tons. Recent deliveries of lead have evidently been very heavy since stocks decreased in the face of increased production.

Thursday marked the turning point in the volume of sales of both copper and lead. By that date copper consumers had completely digested the August figures which had been issued Tuesday. Buying in earnest began to set in, one large producer reporting the best sales since late July. As the market took hold at 13¼ cents, producers began to name 13½ cents. There are many who predict that the price will be nearer 14 cents than 13 cents before the end of the year.

Improvement in sales for export set in sooner than for domestic consumption. The export price was unchanged at 13½ cents c. i. f. European ports. The brass makers have not changed their price levels nor have the dealers in the various forms of copper and brass scrap. The refined copper price would undoubtedly have made a quicker recovery, but for the fact that a large custom smelter was selling early in the week at 13½ cents, needing to dispose of tonnages immediately despite the prospects of higher prices soon.

Consumers of lead gained more confidence in prices. Quotations on the London Metal Exchange have been rising gradually and domestic prices have held firmly. Consumers were taking mostly September and October deliveries, with several inquiries for November, which producers hesitated to book. The price of lead ore has been reduced another \$2.50 per ton to \$80.

Purchasing of zinc was smaller than usual during the week but the stability of prices indicates a strong undertone. Ore production in the tri-State district has been running considerably ahead of sales during the past two or three weeks, which is a disturbing factor.

Street and sewer bonds in the amount of \$450,000, to bear an interest rate of 4½ per cent, have been sold by the city of Parkersburg, W. Va., W. E. Stout, Mayor, to the First National Bank of Parkersburg, for the Bankers Trust Company and Estabrook & Co., both New York, at par, accrued interest and premium of \$4090.

RAILROADS

Great Efficiency Freight Traffic Records on Railroads in 1926 and 1927.

"Never in any of the previous years has there been such a stupendous accomplishment in the field of railroad transportation as has been effected in the past three or four years and particularly in the last 12 or 18 months."

This was a statement of R. H. Aishton, President of the American Railway Association, in an address last week at the annual meeting in Chicago of the Traveling Engineers' Association.

"We now have," continued Mr. Aishton, "probably the most efficient and adequate railroad transportation that ever existed in this or any other country. The railroads have achieved the present high level of transportation service, first, by being willing to put millions of capital into new equipment and into maintenance work, and, second, by the development of a new spirit of sincere and thorough going cooperation, not only within each railroad system and between railroads, but also between transportation men and the shippers and public whom they serve."

"In 1926, new record after new record was hung up by the railroads of the United States. In the first place, the largest traffic in the history of the railroads was handled with absolute satisfaction to shippers, with no car shortage or congestion worthy of mention, and with practically no more cars in service than was the case in earlier years, when with a lesser volume of traffic, car shortages and congestion were expected at the periods of peak traffic. Taking some ten measuring units of efficient operation and performance, we find that in no less than six of these units, each month of the year 1926 broke all previous records."

"Despite the high record of efficiency attained by the railroads in 1926, preliminary reports show that for the most part a still higher record was established in the first half of 1927. In the first six months of the year, for instance, the railroads used an average of 2.45 ounces of coal for every ton of freight and equipment hauled one mile compared with 2.58 ounces in the same period last year. This means that for every pound of coal or its equivalent used, the railroads hauled six and one-half tons of freight and equipment as compared with six and one-fifth tons of freight and equipment in 1926. This saving in fuel, of course, does not accrue solely to the railroads for it means an appreciable conservation of our national resources, the elimination of waste and a release of productive capital into other channels."

It's Getting Worse.

An article in the Frisco Employees' Magazine for September says: "A recent report from the operating department shows that motorists drove their automobiles into Frisco trains at crossings 112 times in 1925, 111 times in 1926 and 77 times between January 1 and August 1, 1927. Eleven times each month of the present year an automobile has been driven into a moving Frisco train—not automobiles hit by trains, but trains hit by automobiles."

The same article also states that on August 8 at Gilmore, Ark., Engineer P. E. Bechtel saved the life of a reckless motorist who was determined to cross the track in front of his train. The engineer applied the brakes and gave him a chance to safety. Again, on August 10, near Marked Tree, Ark., the same engineer again slowed down and again saved the life of a man who was walking on a bridge, where he had no business to be, but was a trespasser.

Freight Traffic for First Seven Months of 1927 Broke All Records.

The volume of freight traffic handled by the Class 1 railroads in July amounted to 38,382,108,000 net ton-miles, the Bureau of Railway Economics has announced. This was a decrease of 3,335,143,000 net ton-miles, or 8 per cent under July, 1926, when freight traffic was the greatest for any July on record. All districts reported decreases in freight traffic in July compared with the same month last year, the Eastern district showing a decrease of 8.5 per cent, the Southern 5.3 per cent and the Western 8.3 per cent.

For the first seven months in 1927 the volume of freight handled by the Class 1 railroads was the greatest for any corresponding period ever reported, amounting to 272,374,290,000 net ton-miles. This was an increase of 3,524,330,000 net ton-miles, or 1.3 per cent above the corresponding period last year, which had previously marked the high record. Railroads in the Eastern district for the seven-month period reported an increase of 1.7 per cent above the same period in 1926, while the Southern district reported a decrease of 1.5 per cent. The Western district reported an increase of 1.9 per cent.

Big Weekly Totals of Freight Loading.

Revenue freight loaded during the week ended on September 3 totaled 1,117,069 cars, according to reports filed by the railroads with the Car Service Division of the American Railway Association. This was an increase of 7844 cars above the preceding week this year, increases being reported in the total loading of miscellaneous freight, merchandise and less than carload lot freight and coke, with decreases in the loading of all other commodities. The total for the week of September 3 was a decrease of 26,379 cars under the corresponding week in 1926 but an increase of 14,284 cars above the corresponding week in 1925. Since January 1 last there has been loaded with revenue freight a total of 35,628,551 cars which compares with a total of 35,754,476 cars loaded in the corresponding period of last year and with 34,697,793 cars loaded in the same period of 1925.

Pennsylvania Wants \$14,000,000 Worth of Rails for 1928.

The directors of the Pennsylvania Railroad Company have authorized the purchase of 300,000 tons of steel rails for the year 1928, which, it is remarked, will be the largest amount purchased in any year of the system. This quantity would be enough to lay a new double tracked line from Philadelphia to Chicago and at the present price of about \$47 per ton at the mills this would require the expenditure of about \$14,000,000. The order is for 50,000 tons more than will be used in 1927. Much of the new rail will be of heavy section for replacements; the rest will be for double tracking and other new track building.

81 Locomotives Shipped in August.

August shipments of railroad locomotives from the principal builders, according to reports received by the Department of Commerce, Washington, D. C., totaled 81 engines, as compared with 60 in July. Of the August shipments, 77 locomotives were for roads in this country, 71 of them being steam engines and 6 electric locomotives. Four steam locomotives went to fill foreign orders. At the end of August there were unfilled orders for 363 locomotives, of which 244 steam and 68 electric locomotives were for roads in this country and 30 steam and 21 electric locomotives were for foreign purchasers.

"Rocket" of the Reading Railway to Be Exhibited at Baltimore.

Another iron horse of history—the ancient "Rocket" of the Reading Railway system—has been shipped to Baltimore for participation in the Centenary Exhibition and Pageant of the Baltimore and Ohio Railroad, to be held from September 24 to October 8. Built in March, 1838, by Braithwaite & Co., London, England, the "Rocket" is a four-wheel engine which was used for passenger and light freight service. It was named after the famous engine of George Stephenson, which in 1829 was the winner in a competitive test on the Stockton and Darlington Railroad in England. When the Reading "Rocket" was unloaded at Philadelphia from England it was conveyed by canal to Reading, Pa., then was hauled on its own wheels by horses to the railroad tracks. It was placed in regular service in 1838 when the Reading Railroad was opened from Reading to Norristown for passengers. It was retired in March, 1879, after having run 310,164 miles. It has been on exhibition in the Columbia Avenue station of the Philadelphia and Reading Railway Company at Philadelphia.

Milk Tank Cars to Be Exhibited.

Representing the most advanced methods in the transportation of milk, the Pfaunder Company of Rochester, N. Y., will participate in the Baltimore and Ohio Railroad's Centenary Exhibition and Pageant, with modern types of glass-lined milk tank car and truck tank. They will display a car that handles milk from the rural districts to the metropolitan centers with every scientific protection. Since the introduction of the milk tank car, the old familiar milk cans have been disappearing in the last seven years. One of the first roads in the country to adopt the milk tank car was the Baltimore and Ohio, in 1921, in conjunction with the Harmony Creamery Company of Pittsburgh.

The type of tank car to be displayed at the Centenary Exhibition consists of two large thermos tanks of 3000 gallons capacity, each constructed of glass-lined steel, thoroughly insulated and equipped with various agitating, temperature recording and regulating devices. The operation of this type of car as well as its accessory, the truck tank, has revolutionized the transportation of milk in the United States in the last decade.

Railroad Appointments, Etc.

The Seaboard Air Line Railway has announced its freight traffic organization in Atlanta, Ga., as follows: J. R. Cooke, commercial agent; W. W. Miller, E. L. Setzer, T. S. Lawson, city freight agents; Hudson Ashley, traveling freight agent. Offices are in the Citizens and Southern Bank Building. W. H. Higginbotham, formerly city freight agent, has been assigned to other duties. F. C. Cheney is assistant general freight agent in Atlanta.

T. S. Pattison has been appointed assistant division engineer for the Chesapeake and Ohio Railway, with headquarters at Chillicothe, Ohio.

Cards sent out by the Seaboard Air Line announce the death of Robert Woodham Daniel, assistant general freight agent at Savannah, Ga. Mr. Daniel died on September 5.

Coal mines in West Virginia and Kentucky are reported enjoying an increased demand for their product to points in the Middle West for domestic purposes and also for Western railroads, which are compelled to seek coal from mines other than their usual sources of supply.

TEXTILE

Big Addition to Viscose Corporation Plant at Roanoke Under Way.

The Viscose Corporation of Virginia, operating one of the largest artificial silk mills in the world at Roanoke, advises that it has awarded general contract to J. P. Pettyjohn & Co., Lynchburg, for the construction of No. 6 unit at its Roanoke plant. Plans for this unit have not been completed as yet, but it will practically duplicate unit No. 5, which is said to have cost about \$3,500,000, including equipment. A sorting house and power house were also erected with unit No. 5, which are said to be capable of serving additions of two more units should the company decide to build them in the future.

The new unit is estimated to cost more than \$2,000,000 and increase the capacity of the plant to 20,000,000 pounds of silk per year, while the number of employees will be increased from approximately 4500 to 5500, and the payroll 15 to 20 per cent.

The Viscose plant is located in the southeastern section of the city on its outskirts, the buildings being of brick construction and covering about 50 acres. The company owns sufficient land, it is said, to accommodate 20 or 25 units.

Slater Manufacturing Company Incorporated.

Marietta, S. C.—The Slater Manufacturing Company has been incorporated with a capital stock of \$1,000,000 for the operation of the cotton mill being erected here by S. Slater & Sons, Inc., of Webster, Mass. Officers of the new company include H. Nelson Slater, president; John Foster Dulles, vice-president, and George A. Hilton, secretary and treasurer. Construction is progressing rapidly on the new 10,000-spindle mill, for which J. E. Sirrine & Co. are the engineers and the Fiske-Carter Construction Company, general contractors, both of Greenville. It is understood that a new town will be founded at the site of the mill and village to be called Slater.

Will Increase Capital Stock From \$100,000 to \$150,000.

Anniston, Ala.—Directors of the Calhoun Cotton Mills, Inc., of which A. F. Campbell is president and treasurer, and H. L. Weathers, secretary, have decided to increase the capital stock from \$100,000 to \$150,000. It is understood that \$15,000 of new class A stock will be sold and \$35,000 of class B stock. The Calhoun mills are equipped with 20 broad and 142 narrow looms for the production of fancy and plain weaves.

Sale of Saxapahaw Cotton Mills.

The recent sale of the White-Williamson Company's cotton mills at Saxapahaw, near Graham, N. C., to C. V. Sellars of Burlington, N. C., has been confirmed by the court, according to information from the Burlington Chamber of Commerce, H. B. Skinner, secretary, and the plant will soon resume operations. It will be put in good condition and some new equipment will be added. The mill is at present equipped with 8200 spindles and 324 looms for making fancy ginghams.

A. D. Harris, H. R. Harbor, Col. E. C. Stark and others of Commerce, Ga., are reported promoting the erection of a large cotton mill at Commerce.

The Chamber of Commerce of York, S. C., is considering details for the establishment of a silk mill there.

GOOD ROADS AND STREETS

\$5,000,000 James River Bridge at Norfolk Let to Contract.

Four-Mile Structure Will Open Up Prosperous Territory—May Provide for Rail As Well As Vehicular Traffic—Other Developments in Newport News District.

[Special Correspondence Manufacturers Record.]

Newport News, Va., September 17.

The contract for the construction of steel and reinforced concrete bridges over the James River, Nansemond River and Chuckatuck Creek, to cost about \$5,000,000, has been awarded by the James River Bridge Corporation, of which Henry H. Little of Norfolk is president, to the Turner Construction Company of New York. The James River structure will be 4 miles long, while the Nansemond River and Chuckatuck Creek bridges will each be 4000 feet long, all to have concrete pile foundations and concrete roadway. The James River bridge will have a steel superstructure of the lift type with a 250-foot span, and the Nansemond River and Chuckatuck Creek bridges a superstructure of the bascule type with 80-foot spans. Approaches will consist of hard-surfaced roadways. J. E. Greiner & Co. of Baltimore are the engineers and H. T. Campion of Philadelphia consulting engineer. Construction is expected to begin promptly and to be completed within 18 months.

The James River bridge will be 35 feet above mean high water to permit ordinary river craft to pass under without opening the draw; for larger craft the lift span will provide a clearance of 135 feet above mean high water. It is understood that the charter granted by the General Assembly of Virginia will permit the construction of a bridge sufficiently wide to provide for railroad traffic and it is thought by many that the structure will be made a railroad bridge as well as one for vehicular traffic. In this connection, it is pointed out that Paine, Webber & Co., bankers, Boston Mass., who are backing the project, are among the largest stockholders of the Chesapeake and Ohio Railway Company. Seven railroads have their terminals on the Norfolk side of Hampton Roads—the Norfolk & Western and Virginian, both coal roads; Southern, Atlantic Coast Line, Seaboard, Norfolk-Southern and New York, Philadelphia and Norfolk—while on the Newport News side there is only one—the Chesapeake and Ohio.

Newport News is deeply concerned in all this, as having only one railroad, it has been difficult to preserve the parity of rates with Norfolk. But with a bridge across the James River connecting the Chesapeake and Ohio with the Norfolk-Portsmouth Belt Line, the rate problem for Newport News would be solved and her situation for manufacturing industries would be correspondingly improved. Even as a vehicular bridge, this project will be of great convenience to the community and will be an important factor, it is believed, in the development of the Hampton Roads district. It will open up to Newport News a rich and prosperous farming section in Isle of Wight and Nansemond counties, and there is no doubt that it will attract many tourists to this section from the North and South who now go through Richmond. It is believed that the bridge itself will be an attraction, as it will be by far the longest bridge in Virginia and one of the longest in the South. The Nansemond River and Chuckatuck Creek bridges will provide an entrance into Portsmouth and thence into Norfolk. Sites for terminals on both sides of the James River have been purchased and preliminary work started.

There is another project on foot to build a bridge across the York River between Yorktown and Gloucester Point, which will offer further inducement to motor traffic from the counties between York River and Fredericksburg. Channing M. Ward, a Richmond engineer, who is behind the enterprise, has applied to the War Department for a permit to build the structure. It is said that interests which Mr. Ward represents also plan to construct a bridge across the Potomac River at Pope's Creek, with a view to shortening the automobile route from Baltimore to the South. Such a structure, it is said, would reduce the distance between Baltimore and Newport News about 60 miles and from Washington about 38 miles.

The Chamberlin Hotel at Old Point Comfort, which was burned a few years ago, is being replaced by a new hotel to be named the Chamberlin-Vanderbilt and construction is progressing rapidly, with a view to having it completed by May 1, 1928. In the meantime a new addition is being made to the Warwick Hotel in Newport News and the existing building will be remodeled to conform to the new.

Plans have been made by the Newport News Shipbuilding and Dry Dock Company to launch on October 1 a ship for the International Mercantile Marine to be used in the Panama Pacific service. This is said to be the largest merchant ship ever built in an American shipyard. The company has also received a contract to build another ship for the same company which will be a little larger than the one under construction and the hope is that still another of these large ships will be built here.

West Virginia County Asks Road Bids.

Clarksburg, W. Va.—Sealed proposals will be received until September 30 by the Harrison County Court, Maurice L. Loudin, clerk, for the construction of the following roads: Surfacing with stone base or concrete about 1 mile in Clark district, 1½ miles of surfacing with stone base or concrete in Clay district, 1 mile of grading, draining and surfacing with concrete or bituminous macadam in Coal district, one-half mile of grading and draining in Eagle district, 1 mile of grading and draining in the same district, grading and cinder one-half mile in the same district, 2 miles of surfacing with stone base in Grant district, 1½ miles of surfacing with stone base in Sardis district, one-half mile of grading and draining in Sardis district, building concrete abutments for bridge over Tenmile Creek in Sardis district, 1 mile of surfacing with stone base in Simpson district, 1 mile of surfacing with stone base in same district, 1 mile of grading and draining in the same district, 1 mile of surfacing with rock asphalt or mixed macadam in Tenmile district, one-half mile of grading and surfacing with stone base in Union district, grading and draining another section of road in Union district and grading and draining 1 mile in the same district. Plans and specifications may be obtained from the office of the county road engineer at Clarksburg.

Maryland Roads Commission Asks Bids on Three Projects.

Sealed proposals will be received until September 27 by the Maryland State Roads Commission, Baltimore, for the construction of three road projects covering as many miles of concrete highway. The work will include one mile each, in Frederick, Montgomery and Cecil counties, plans and specifications for which may be obtained from the office of the commission at 601 Garrett Building.

South Carolina County Asks Bids on Three Bridges.

Orangeburg, S. C.—Bids will be received until September 27 by the Orangeburg County Highway Commission, J. W. Smoak, chairman, for the construction of three reinforced concrete bridges on the Bowman-Providence road at Four Holes Swamp. The work will embrace approximately 577 cubic yards of class A concrete, 102,489 pounds of reinforcing steel, 3200 lineal feet of untreated pipe and 160 cubic yards of excavation with necessary riprap. Plans may be seen at and obtained from the office of the commission. L. C. Boone is the county engineer.

Plans to Build Road and Bridge—Cost \$1,183,000.

Houston, Texas.—Bids will soon be received by the Harris County Commissioners for the construction of the Market street road from the Clinton road to Goose Creek, a distance of approximately 25 miles, and for building a steel bridge over the San Jacinto River on the same road. The cost of the project is estimated at \$1,183,000, of which \$200,000 will be required for the bridge. From Clinton road to Old River the highway will be of concrete and at Old River a wooden approach will be built for one-half mile through marsh land, the approach to be surfaced with asphalt. Construction from Old River will be of shell and crushed rock with a bituminous surface. The road will be 20 feet wide for its entire length.

\$1,450,000 Road Bond Issue for Texas County.

Athens, Texas.—An election has been called for October 1 by the Henderson County Commissioners on a bond issue of \$1,450,000 for a special road district to include all the county with the exception of a small levee district. Funds from the bonds would be used to take up outstanding bonds and provide approximately \$1,000,000 for the construction of a county-wide system of lateral roads. Judge Grover Curlee is the county judge.

Virginia Asks Road and Bridge Bids.

Richmond, Va.—Sealed bids will be received until September 27 by the State Highway Commission for the construction of six road projects embracing a total of approximately 19 miles and for two bridge projects. Road work will include 11.96 miles of grade and drainage construction, 1.9 miles of bituminous macadam and 5.5 miles of gravel. Bridge projects embrace a reinforced concrete structure in Bedford county, 112.6 feet long, and one in Smyth county, 45 feet long.

Louisiana Asks Bids on Two Projects.

Baton Rouge, La.—Bids will be received until October 11 by the Louisiana Highway Commission for two road projects covering a total of 10.41 miles. One calls for 7.20 miles of gravel road in Winn parish and the other for 3.21 miles in Grant parish. Plans and specifications may be obtained from the office of the commission.

Work Begins on \$1,000,000 Highway in Texas.

Laredo, Texas.—Construction has begun on the first section of Webb county's \$1,000,000 highway from Laredo east to the Duval county line, a distance of approximately 45 miles. It is said this will be the longest paved county highway in Texas. Henry B. Zachry is the contractor and T. E. Huffman, county highway engineer.

The city of Harlingen, Texas, awarded contract at \$125,000 to the F. P. McElwath Company, Harlingen, for approximately 3.5 miles of paving on 11 streets.

\$500,000 State Road Program in Arkansas County.

Jonesboro, Ark.—According to a recent statement here by Dwight Blackwood, State Highway Commissioner, in a talk to Jonesboro business men at the Chamber of Commerce, the State Highway Commission will soon inaugurate a \$500,000 road building program in Craighead county, expenditures to be made over a period of two years. The program includes the completion of the road from Cash to Pitts, gravel State road from Paragould to Wynne, survey and locate new State highway between Jonesboro and Brinkley, build concrete road from Nettleton to Trumann and from Nettleton to Lake City, repair bridge over St. Francis River at Lake City and repair pavement on Jonesboro-Nettleton road.

Texas County Sell \$995,250 Bonds at Premium of \$11,680.

Sherman, Texas.—Special road district refunding bonds in the amount of \$649,250 and road construction bonds in the amount of \$346,000 have been sold by the Grayson County Commissioners Court to the Mercantile Trust and Savings Bank, Dallas, at a premium of \$11,680. Of the road construction bonds, \$250,000 will be used for building gravel roads and \$96,000 applied in payment of the county's share of the cost of grading and bridging about 40 miles of cardinal highways, for which surveys are now being made. The remainder of the cost will be borne by the State.

\$900,000 Highway Project Completed in North Carolina.

Salisbury, N. C.—The \$900,000 Salisbury to Albemarle Highway is completed. The paving of this road, which is 28.5 miles long and 18 feet wide, was done by the Roberts Paving Company of Salisbury, Md. The work was done with one central mixing plant which was set up six times along the route. One-batch trucks were used to distribute materials from the central mixing plant. It is said that the job required the use of 64,125 tons of crushed stone, 32,000 tons of sand and 380 cars of cement. Six grade crossings were eliminated, one by building an underpass and five by relocating the road.

Oklahoma Road Contracts Reach \$1,380,000.

Oklahoma City, Okla.—Contracts have been awarded by the State Highway Commission for road and bridge construction to cost approximately \$1,380,000, the work embracing a total of 27 projects. Road construction will include nine projects for grading and drainage structures, covering a total of approximately 92 miles to cost \$543,399, and two projects covering a total of 11.43 miles of concrete to cost \$266,065. The proposed bridges are covered in 16 projects to cost \$571,216.

Maryland County Sell \$460,000 Bonds.

Rockville, Md.—Road bonds in the amount of \$400,000, authorized at the last session of the legislature, have been sold by the Montgomery County Commissioners to the National City Company, New York, at 102.536, or at a premium in excess of \$10,000. An issue of \$60,000 for the erection of police stations at Bethesda and Silver Spring was sold to the Baltimore Trust Company, Baltimore, at 102.403.

The city of Cherryville, N. C., T. J. Mosteller, clerk, has sold a 6 per cent sewer bond issue of \$120,000 to A. T. Bell & Co., Toledo, Ohio, at par, accrued interest and premium of \$6210.

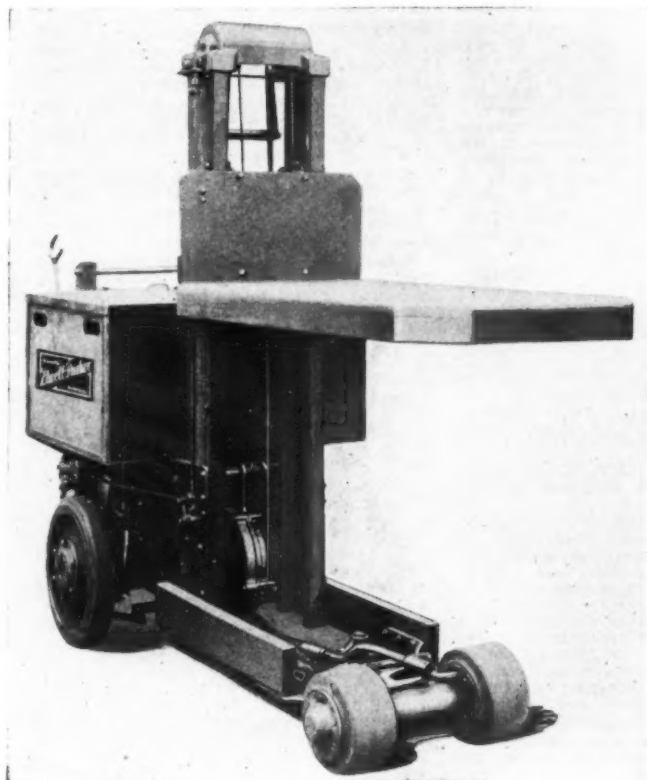
MECHANICAL

Two-Ton Light Tier Tractor.

A new lighter duty electric tiering "Tructor" is shown in the picture herewith. It is designed to handle skid loads as in regular power-lift truck service, or it elevates the load from the floor 4 to 8 feet when tiering or stacking in storage, or stock room, delivering goods to motor truck or to railroad car from rail level to car floor. It is the latest addition to the Mill Type Series of the Elwell-Parker Electric Company of Cleveland. It is a two-ton tiering truck which completes the line of this type, the two previous sizes being rated three and six tons, respectively. The three machines cover the range for practically every high-lift operation required.

The platform is a solid plate of steel with edges bent into a deep skirt and with heavy angles welded down the middle for attachment to steel support arms. Each arm carries two long bearing rollers which bear on heavy section channel uprights fitted with track.

The lift is effected by means of a standard Elwell-Parker enclosed type motor with spur gear reduction to double



TIER TRUCTOR WITH PLATFORM RAISED.

grooved drums carrying a steel cable which runs over sheaves at the top of uprights to sheaves on the elevator carriage to a cable equalizer. The cable tension is automatically maintained by means of a special device while the cable works at but a fraction of its capacity.

This machine is a high speed tool that is built for various height lifts and with several size platforms to suit materials handled. It is especially designed for the lighter manufacturing branches of industry as well as warehouse, railroad stores, shops and steamship terminal work and will fit practically any electric or hand lift truck skid built.

It is of all steel construction and is built on the interchangeable parts basis. The power plant is of the unit type namely, enclosed Elwell-Parker motor, steel brake drum, steel multi-thread Brown & Sharpe worm gear to bronze

differential cage and cross, chrome vanadium drive shafts and universal joints to permit steering and the delivery of power to the steel clutch plates bolted to the outside of drive wheels which are fitted with solid rubber tires and Timken tapered bearings. The third point support of the power plant is a ball beneath the drive motor.

New Angle-Iron Shear.

The accompanying picture represents a new angle-iron shear recently put on the market by a prominent manufacturer. It is composed of the best material obtainable and all parts are made in drill jigs and fixtures so that they are interchangeable. All wearing parts are hardened throughout and there are inserted tool steel blades.

This is the No. 62 angle-iron shear, a product of the Whitney Metal Tool Company of Rockford, Ill., and it is very



ANGLE-IRON SHEAR.

similar in appearance to and has the same working principle as their No. 4 angle-iron shear, only it is a heavier type, having a capacity of 3 inches by $3\frac{1}{4}$ inches angle iron or lighter.

The new shear has an eccentric gear so that the leverage is equally distributed over the entire cutting blades and there is also an adjusting screw provided so that all angles can be cut off square. A self-clamping pad is used in the machine for holding angles in position and a flat bar handle, milled to fit the socket which prevents any loss of movement, is furnished with each shear.

Two-Way Road Light for Automobiles.

J. P. Roberts, Trenton, Florida, in a letter to the MANUFACTURERS RECORD says that patents are pending for a two-way road light for automobiles which he has invented. The light is to be mounted fast to the crown of the left front fender of the car. Continuing, Mr. Roberts says that the lamp bulb will have a narrow section about halfway up and about half the distance around it, nicked on the outer surface, converting this section into a mirror. The rest of the outer surface, excepting a section opposite the mirror section, but a little lower on the side of the bulb, will be lacquered or painted, which will prevent light rays from passing out, except through the section left clear. The clear section, acting as a window, will be so shaped as to permit light rays to pass to the side and backward as well as forward of the car that the light is on, thus lighting up the road all along the left side of the car to the convenience of the driver of an approaching car and to the greater safety of both.

W. E. Holbrook, Mayor of DeQuincy, La., wires that his city has sold a \$115,000 bond issue of sewer district No. 1, to bear an interest rate of $5\frac{1}{4}$ per cent, to the Interstate Bank and Trust Company, New Orleans, at a premium of \$510.

CONSTRUCTION DEPARTMENT

EXPLANATORY

Additional information is published about all enterprises mentioned in this department as soon as such data can be obtained.

The date at the end of an item indicates issue of the Manufacturers Record in which earlier facts about the same enterprise were published.

DAILY BULLETIN

The Daily Bulletin is published every business day to enable its subscribers to follow up promptly the industrial, commercial, railroad, financial, building and general business development of the South and Southwest. To machinery manufacturers and dealers, contractors, engineers and others who require daily information of every new enterprise organized and details about important additions to enterprises already established, the Daily Bulletin is invaluable. Subscription price, \$30.00 a year.

Airports, Airplane Plants, Etc.

Ala., Anniston—Walter Wade Robinson, Gen. Chairman Airport Committee, advises option on field has been obtained and choice of landing strips in an area of 153 acres granted; install standard markers, etc. 9-15

Ark., Pine Bluff—City votes Oct. 12 on \$75,000 bonds to purchase and develop airfield. See Financial News—Bond Issues Proposed. 9-8

Fla., Hialeah—City and Dade County Comms., W. Cecil Watson, Commr., interested in improving Fifty-fourth St. municipal landing field.

Fla., Jacksonville—Dixie and Northern Air Line, Wm. C. Wakefield, Pres., 896 Longfelm, Detroit, Mich., reported, establish southern terminus for line from Detroit to Jacksonville.

Ga., Augusta—City has \$10,000 available for developing of Daniel aviation field; R. H. Daniel, Mayor; Douglas H. Davis, 1018 Byron Drive N. E., Pres., Southeastern Airways of Atlanta, reported, probably establish flying school at the field. 8-25

Mo., Cape Girardeau—O. E. Damron interested in establishing airport.

Tex., San Antonio—L. B. Clegg, Chairman of Fund Committee and associates, interested in proposed military flying school; estimated cost \$30,000.

Tex., San Antonio—Martin A. Wright Electric Co. has contract at \$11,000 for installation of flood light system at Kelly Field; Capt. A. W. Parker, Const. Quartermaster for local army posts.

Bridges, Culverts and Viaducts

Proposed Construction

Ala., Guntersville—State Highway Comm., Woolsey Fennell, Director, plans letting contract by Jan. 1, for bridge across Tennessee River, Guntersville; W. A. McCalla, State Highway Engr.

Ala., Haynesville—State Highway Comm., Woolsey Fennell, Director, receives bids Oct. 19 for bridge on road between Mt. Willing and Haynesville; 1037 lin. ft. treated timber, structural steel I-beam span, concrete floor; plans on file.

Arkansas—See Roads, Streets, Paving.

Ark., Augusta—State Highway Dept., Dwight H. Blackwood, Commr., Little Rock, will let contract in few weeks for State-owned toll bridge at Augusta, Woodruff County.

Ga., St. Marys—Camden and Charlton Counties considering toll bridge across Satilla River at Burnt Fort. Address Camden County Comms., St. Marys; Charlton County Comms., Folkston. 2-3

Ga., Thomasville—State Highway Board, Atlanta, plans letting contract this month for bridge across Ochlocknee River, about 5 mi. from Thomasville, on highway to Bainbridge and Alabama points.

Ky., Catlettsburg—City, James R. Barber, Clk., plans repairing bridge over Catletts Creek at Center St.

La., Bastrop—Morehouse Parish Police Jury, J. W. Brownax, Pres., receives bids Oct. 13 to furnish lumber and build 3 bridges: 323-ft. creosoted timber, Beauf River Bridge, 5 mi. from Oakridge; 200 ft. creosoted timber, Norman Bridge, 4 mi. from Oakridge; 100 ft. creosoted timber, Hamby Slough Bridge, 4 mi. from Oakridge; 6000 lin. ft. creosoted piling, 40,000 ft. B. M. creosoted bridge lumber, 38,000 ft. B. M. untreated bridge lumber; J. Lester White, Parish Engr.

La., Mansfield—De Soto Parish Police Jury receives bids Oct. 5 for bridge over Bayou Pierre on Mansfield-Bayou Pierre, at A. G.

Faggard's place; 18,600 ft. creosoted lumber; plans from J. S. Ament, Parish Engr.

La., New Orleans—Louisiana Highway Comm., Frank T. Payne, Chmn., Baton Rouge, receives bids Oct. 15 for bridge over Seventeenth St. canal, at Claiborne Ave., connecting Claiborne Ave., being paved, with Jefferson Highway through Jefferson Parish; reinforced concrete, 125-ft. long, with 87-ft. approach on New Orleans side; 30-ft. roadway, 5-ft. sidewalks; estimated cost \$50,000 to \$60,000; Nicholls W. Bowden, State Highway Engr.

La., Shreveport—Caddo Parish Police Jury considering bridge over Red River.

Md., Baltimore—Chesapeake Bay Bridge Co., Stuart S. Janney, Atty., Title Bldg., plans increasing horizontal clearance of west draw of 4½ mi. concrete bridge over Chesapeake Bay, connecting concrete work built from Miller's Island and Tolchester, from 165 ft. to 210 ft. same as east draw, and increasing vertical clearance of both draws from 35 ft. when closed to 45 ft.; W. Roscoe Bonsal, Promoter, Lenox, Mass., and Hotel Belvedere, Baltimore, Md.; Major C. R. Pettis, U. S. Dist. Engr. 7-27

Miss., Bolton—State Highway Dept., Jackson, receives bids Oct. 5 for overhead crossing near Bolton, Hinds County.

Miss., Indianola—War Dept., Washington, D. C., approved plans of Sunflower County for bridge over Sunflower River at Dockery.

Miss., Jackson—Hinds County Board of Suprs., receives bids Oct. 5 for concrete overhead bridge, between Jackson and Clinton; plans from State Highway Dept., Jackson; H. C. Dietzer, State Highway Engr.

Missouri—State Highway Dept. receives bids for 5 bridges. See Roads, Streets, Paving.

Mo., Jefferson City—City, C. B. Steers, Clk., will build Dunklin Street bridge; F. E. Ross, Engr. 6-30

Mo., Marshall—Saline County Court granted 20-year franchise to E. M. Elliott and Associates, Chicago, Ill., for toll bridge over Missouri River or near Arrow Rock; 65 ft. above water line, and portion over water on level grade; trestle several thousand feet long; will incline downward to lower Howard County side; roadway 18 to 27 ft.; erection depends on agreement of Howard County Court to franchise for that side of river, and approval of War Dept., Washington, D. C.; cost about \$750,000.

Mo., Springfield—City receives bids Sept. 23 for 1577 ft. Grant Avenue viaduct, reinforced concrete, 3-post bent and T-beam construction, 33 to 56 ft. span, 36 ft. roadway, total width 55 ft.; estimated cost \$229,000; Russell & Vxon, Civil Engrs., 404 McDaniel Bldg.; F. D. Hughes, Conslt. Engr. 9-15

Mo., Springfield—City receives bids Oct. 4 for 1,100-ft. Benton Avenue viaduct, reinforced concrete, 3-post bent, T-beam construction, roadway 40 ft., total width 60 ft.; estimated cost \$200,000; Russell & Axon, Civil Engrs., 404 McDaniel Bldg.; F. D. Hughes, Conslt. Engr. 9-15

Okl., Norman—State Highway Comm., Oklahoma City, plans letting contract for bridge over South Canadian River, southwest of Norman.

Oklahoma—State Highway Comm., Oklahoma City, received low bid from A. R. Mackey, Greeley, Colo., at \$24,915, for bridge across Carrizzo Creek, on Oklahoma-New Mexico line; Clark Mandigo, State Highway Engr.

S. C., McCormick—State Highway Dept., Columbia, receives bids Oct. 25 for reinforced concrete and structural steel bridge over Savannah River, between Augusta, Columbia County, Ga., and McCormick County, S. C., on Route 20; Cont. No. 1, Alternate No. 1; Post Bent Proposal—1740 cu. yd. excava-

tion, 7840 lin. ft. untreated timber piles, 369,735 lb. reinforcing steel; Cont. No. 1, Alternate No. 2; Concrete pile proposal; 300,433 lb. reinforcing steel, 6900 lin. ft. concrete piling; Cont. No. 2, three 200-ft. through steel trusses and concrete floor slab, 46,368 lb. reinforcing steel, 811,000 lbs. structural steel; plans from State Highway Engr., Columbia, S. C.; Ben M. Sawyer, Ch. Highway Commr. 9-15, under Augusta, Ga.

S. C., Orangeburg—Orangeburg Highway Comm., J. W. Smoak, Chmn., receives bids Sept. 27 for 3 reinforced concrete bridges on Bowman-Providence Road at Four Holes Swamp, about 2 mi. from State Road, Route No. 31, 102,489 lb. reinforcing steel, 3200 lin. ft. untreated pile; plans on file; L. C. Boone, County Engr.

S. C., Pelzer—Greenville County receives bids Oct. 6 for reinforced concrete bridge across Saluda River at Pelzer; eight 42-ft. girder type spans, 20-ft. roadway, 4½-ft. sidewalk; 30 ft. above water; 123,125 lbs. reinforcing steel; A. H. Patterson, Anderson County Engr. 8-11

Tenn., Bristol—City and Sullivan County plan bridge over Beaver Creek; cost \$12,000. Address City Clk. or County Commissioners. See Financial News—Bond Issues Proposed. 8-18

Tenn., Carthage—Smith County plans bridge across Caney Fork River over lower end of Betty's Island; long span having 60-ft. vertical clearance above low water, and 160-ft. horizontal clearance; subject to approval of War Dept., Washington, D. C.; Maj. Lewis H. Watkins, of Corps of United States Engrs.

Tenn., Nashville—Louisville & Nashville R. R. W. R. Cole, Pres., authorize extension Broad St. viaduct to include and cover east side of Union Station tracks; W. H. Courtenay, Ch. Engr., Louisville, Ky.

Tenn., Sneedville—War Dept., Washington, D. C., approved plans Tennessee Dept. of Highways and Public Works, C. N. Bass, Ch. Highway Commr., Nashville, for bridge over Clinch River, near Kyle's Ford, Hancock County.

Texas—State Highway Dept., R. S. Sterling, Chmn., Austin, receives bids Sept. 26 for 4 bridges and approaches: Anderson County—1.477 mi. concrete girder bridges and earth embankment approaches, Highway No. 43, across Neches River; eleven 26-ft. spans, total length 313 ft.; nine 26-ft. and 126-ft. steel spans, total length 385 ft.; seven 26-ft. spans, total length 199 ft.; Bell County—289 mi. steel bridge with treated timber pile trestle approaches, Highway No. 2, across Little River, 150-ft. steel span, seven 29-ft. treated timber pile trestle approaches; R. A. Thompson, Highway Engr.; G. C. Wickline, Bridge Engr.

Tex., Angleton—War Dept., Washington, D. C., approved revised plans Brazos Navigation Dist., Brazoria County, in connection with bridge over Brazos diversion channel, near Freeport.

Tex., Fort Worth—City, O. E. Carr, Mgr., receives bids within 30 days for concrete bridge over Marine Creek, North Main St., 100-ft. long, 36-ft. wide; 5-ft. sidewalks; estimated cost \$25,000. Address City Engr. Lewis.

Tex., Houston—City Sec. receives bids Sept. 28 for bridge across Slaughter Pen Gulley at Altie St.; reinforced concrete culvert, or creosoted timber bridge with 30-ft. roadway and two 6-ft. sidewalks, three lines 24-in. steel traffic treads; plans from J. C. McVea, City Engr.

Tex., Houston—City, J. C. McVea, City Engr., plans expending about \$20,000 for steel railroad crossings over Buffalo and White Oak Bayous.

Tex., Houston—Harris County, Norman At-

kinson, County Judge, receives bids Oct. 17 for San Jacinto Street Bridge at Market St.; H. C. Washburn, County Auditor. 9-15

Tex., Houston—City, J. C. McVea, Engr., plans bridge to replace Southern Pacific R. R. wooden trestle near Waugh Drive. 9-15

Tex., Laredo—City, Albert Martin, Mayor, plans constructing and improving bridges, and erect additions to present bridges over Arroyo Zacate Creek, cost \$40,000. See Financial News—Bond Issues Proposed.

Tex., Palestine—State Highway Comm., R. S. Sterling, Chmn., Austin, receives bids Sept. 26 for 1.447 mi. concrete and steel bridge over Neches River, and 2 concrete girder relief openings on State Highway No. 43, Anderson and Cherokee Counties; 1980-sq. yd. bituminous concrete or amiesite pavement; 302,249 lb. reinforcing steel, 150,000 lb. structural steel, 3360 lin. ft. precast concrete piling (trestle), 2790 lin. ft. precast concrete piling (foundation); plans on file and from E. W. Davis, County Engr.; R. A. Thompson, State Highway Engr. 9-15

Tex., Seguin—Guadalupe County, J. B. Williams, County Judge, receives bids Sept. 26 for bridge over Guadalupe River, 3.5 mi. west of Seguin; one 180-ft. steel span, 200-ft. creosoted timber pile trestle approaches; A. Schaffi, County Engr.

Tex., Wharton—Wharton County plans bridge over Colorado River at foot of Richmond road between R. E. Vineyard and Abovitz properties; J. M. Nagle, Res. Engr.

Contracts Awarded

Ark., Waldron—Luten Bridge Co., York, Pa., has contract for concrete bridge across Petit Jean River, between Waldron and Mansfield; O'Hagan & Vicker Construction Co., has contract for bridge across Mill Creek, 14 mi. south of Waldron.

Fla., Jacksonville—Howard P. Foley Co. has contract at \$5693 for lighting systems on McGirts and Trout River Bridges. Address Duval County Comms.

Fla., Miami—Champion Bridge Co., Wilmington, Ohio, has contract for \$70,000 steel drawbridge across N. W. Thirty-sixth St.; Florida Bridge Construction Co. has contract for Red Road Bridge over Cut Off canal, bascule type, 20 ft. wide.

Ky., Catlettsburg—City, James R. Barber, Clk., let contract to E. R. Mills Construction Co., Newport, Ky., for bridge over Catletts Creek at Broadway; cost about \$7500. 8-18

Md., Rockville—Baltimore and Ohio R. R. Co., H. A. Lane, Ch. Engr., Baltimore, has contract at \$13,125, for bridge over tracks at Capitol View.

Missouri—See Roads, Streets, Paving.

Oklahoma—State Highway Comm. let contract for 15 bridges. See Roads, Streets, Paving.

Texas—State Highway Comm., R. S. Sterling, Chmn., Austin, let contract for 2 bridges: Harris County—over San Jacinto River, Highway No. 3, P. G. Burns, Houston, \$102,280; Wilbarger County—concrete bridge over Pease River, J. W. Williams, 425½ W. Main St., Oklahoma City, \$130,197. 9-1

Tex., Amarillo—Austin Bridge Co., 1813 Clarence St., Dallas, has contract for 60-ft. bridge across branch of West Amarillo Creek on Cliffside Road; also has contract for 92-ft. bridge over South Turkey Creek on new oil field highway.

Va., Norfolk—James River Bridge Corp., Henry H. Little, Pres., Law Bldg., let contract to Turner Construction Co., 420 Lexington Ave., New York city, for 3 concrete pile foundation and roadway, steel superstructure bridges: 4 mi. James River Bridge, 250-ft. lift span; 4000-ft. each Nansemond River, and Chuckatuck Creek bridges, each 80-ft. bascule type spans; estimated cost \$5,000,000; J. E. Greiner Co., Designing Engr., Lexington Bldg., Baltimore, Md.; H. T. Campion, Const. Engr., 112 S. Sixteenth St., Philadelphia, Pa. 9-8

W. Va., Charleston—Kanawha County Court let contract to Monty Brothers, \$6404, for Cobb Bridge over Little Sandy Creek; Richard R. Cook, for Humphreys Bridge over Wills Creek; J. M. Francesca, \$7052, for masonry with concrete slabs, culverts on Little Sandy Creek. 9-1

Canning and Packing Plants

Tex., Alamo—A. B. C. Fruit Corp., Henry Koch, Mgr., reported, construct fruit packing plant, with capacity carload daily.

Tex., Mercedes—American Rio Grande Land and Irrigation Co. erecting citrus packing plant for Rio Grande Valley Citrus Growers Assn.; 90x100 ft. with concrete basement; contract let to Meriwether & Sauer, Harlingen, for building complete ex-

cepting electrical wiring and plumbing; contract for installation of machinery let to Stebler-Parker Co., Riverside, Calif.; capacity of plant 4 cars fruit daily, so built that additional capacity may be added.

Clayworking Plants

Tex., Nacogdoches—A. W. O'Hare and F. R. Covert, Hamilton, reported, establish \$300,000 brick and tile plant.

Coal Mines and Coke Ovens

Mo., Perry—Perry Coal Co., capital \$15,000, incorporated; A. M. Boudinier, A. G. Elam, W. R. Netherland.

Mo., St. Louis—See Gas and Oil Enterprises.

Va., Richmond—Virginia Domestic Coke Co., reported, granted charter to build coke plant, to sell coke and coal by-products; officers, reported, as follows: Talbot E. Pierce, Waterford, Va., Pres., Charles Loeber, Mutual Bldg., Richmond, Sec.-Treas.; Lawrence W. Wallace, 26 Jackson Place, Washington, D. C. and A. E. Walden, Const. Engr., Keyser Bldg., Baltimore, also interested; have contracted initially for coke which will be sold in and around Richmond; later will erect plant.

W. Va., Holden—Island Creek Coal Co., 55 Congress St., Boston, Mass., reported, will open new mines. 2-10

Concrete and Cement Plants

Ark., Batesville—Missouri Portland Cement Co., Post-Dispatch Bldg., St. Louis, Mo., completed grading and excavation well under way for construction of quick hardening cement plant; portion of machinery on ground; contract for building and machinery to be awarded soon. 12-9-26

Fla., Jacksonville—Cement Products—E. S. Bowden, Inc., capital \$10,000, chartered; E. S. Bowden, 2079 Forbes St.; N. Bowles, Mary E. Bowden.

S. C., Newberry—Newberry Concrete Works, Chas. Lewis, Propr., Fair St., plans new plant, construction by owner; equipment from plant at Oriental, N. C. will be used; manufacture reinforced concrete culvert pipe, drain tile and building blocks, daily output 30 tons. See Want Section—Mchy. and Supplies.

Tex., Harlingen—Sinclair & Shane Co., Weslaco, establishing plants at Harlingen and Weslaco, manufacture high-class concrete face brick and tile; details of plant not available.

Va., Norfolk—Virginia Dare Cement Building Block and Tile Corp., capital \$50,000, chartered; D. W. Hayman, Laura D. Hayman, D. W. Burgess.

W. Va., Wheeling—Wheeling Patent Block Co., W. P. Gwathmey, 163 Miller Ave., Edgewood St., Owner and Mgr., establish plant to manufacture "Straub Patent Cinder Block," annual capacity 1,000,000 blocks; cost about \$25,000; the Scott Lumber Co., Lincoln St., erect building; equipment installed by Consolidated Concrete Machine Corp.

Cotton Compresses and Gins

Ark., Cotton Plant—Cotton Plant Compress Co., M. T. Murphree, Propr., is assembling material to rebuild burned plant; 150x300 ft.; wood floors; 3 ply composition roofing; concrete and wood construction; cost \$18,000. See Want Section—Building Material and Equipment.

Tex., Quitaque—C. A. Keisling, Bledsoe, reported, constructing 4-80 cotton gin.

Cottonseed-Oil Mills

Miss., Cleveland—Thomas Cotton Co., capital \$100,000, incorporated; N. P. House, Fred Matthews, H. L. Weinstein.

Miss., Yazoo City—Mississippi Cottonseed Products Co., reported, acquired Planters Cotton Oil Co.

Tex., Whitesboro—Whitesboro Oil Mill, A. Baker, Supt., reported, expending \$10,000 for improvements; will install corn sheller and feed grinder and two 50 h. p. motors.

Drainage, Dredging and Irrigation

Fla., Dania—City Comsn. plans to broaden and deepen canal, all included in civic improvements.

Fla., Haines City—Board of Supvrs., Haines City Drainage Dist. No. 1, receives bids Oct. 10, for work in district; R. A. Sterzik and C. V. Turner, Engrs. See Want Section—Bids asked.

Tex., Austin—Brazos River Conservation and Reclamation Assn., reported, interested in organizing entire Texas Brazos Valley river section into one water district; filed permit with State Board of Water Engrs.,

Austin; D. C. Giddings, Chmn. of Committee, Brenham.

Tex., Cuero—B. F. Williams, State Reclamation Engr., reported, started survey of Guadalupe River bottom lands for reclamation work.

Tex., Edinburg—State Board of Engineers, Austin, approved plans for proposed irrigation system for Hidalgo County Water Control and Improvement Dist. No. 6, known as Goodwin tract; E. M. Card, Engr., McAllen. 9-15

Electric Light and Power

Electric light and power work in connection with many LAND DEVELOPMENT operations involves the expenditure of large sums of money. See that classification for details.

Ala., Huntsville—City Council, reported, authorized Mayor A. W. McAllister to close contract with Alabama Power Co., Birmingham, for street lights for 5 years.

Ala., Newbern—Alabama Public Service Comsn., Montgomery, reported, granted permission to Alabama Water Service Co., to build transmission line and distribution system.

Ala., Tarrant City—Tarrant City Commercial Club, J. P. DeJarnette, Pres., reported, interested in installation of white way on Pinson Rd.

Arkansas—Arkansas Power and Light Co., Pine Bluff, reported construct 77-mi. 110,000-volt line from Sterlington, La., to Camden and El Dorado; cost \$650,000; install 5 transformers and switching station; will furnish power to paper mill of International Paper Co.; Ralph Pittman, Ch. Electrical Engr.; E. T. Brown in charge of construction. 7-7

Ark., Cove—Southwestern Gas and Electric Co., Marshall St., Shreveport, La., reported, negotiating for franchise to furnish city with power from high power line; connect towns on Kansas City Southern R. R. between DeQueen and Mena.

Ark., Lead Hill—Paul Jones, 8137 New Basin Shore Rd., New Orleans, La., has franchise for light plant; generate power on water wheel at Castleberry Springs.

Ark., Paris—City Council rejected offer for light plant, franchise, etc.; city will improve and install 250,000 lb. boiler; installation by Sallon and Schnell, Little Rock.

Fla., Chipley—Gulf Power Co., Pensacola, Fla., reported, rebuild entire power and light system.

Florida—Key Largo City, W. E. Lester, Mgr., 408 City Nat. Bank Bldg., Miami, advises regarding installation of electric light plant on Florida Keys from Caesar Rock to lower Matecombe; "As our franchise has not as yet been granted, we are not in a position to give any authentic information regarding type of equipment that will be used other than in the general way that it will be a modern plant, using standard equipment and furnishing power over an area of 30 or 40 miles."

Fla., New Smyrna—D. M. McDonald, reported, has contract for railway extension on various streets. 9-15

Fla., Apopka—City Comm., reported, let contract to Florida Public Service Co., Orlando, for installation of white way.

Fla., Tampa—Tampa Electric Co., Peter O. Knight, Pres., which recently acquired site at Hooker's Point, will erect power house at cost exceeding \$5,000,000; no contract has as yet been let for its construction nor time set for starting work; Stone & Webster, Inc., Boston, Mass., will build plant. 9-8

Ga., Gordon—Georgia Power Co., Atlanta, reported, completed survey of route from Gordon to Jeffersonville; build high-tension transmission line; construction by Dixie Construction Co., Birmingham, Ala.

Ga., McRae—Central Power Co., 72 LaSalle St., Chicago, Ill., reported, negotiating for electric light plant.

Ga., Acworth—See Water Works.

Ga., Blue Ridge—Toccoa Electric Power Co., reported, resume work in March 1928 on Blue Ridge hydro electric dam; completion by Dec. 1930.

Ky., Louisville—Kentucky Utilities Co., Starks Bldg., reported, plans expenditure of \$500,000 for new buildings, transmission lines, etc.; construct 66,000-volt double-circuit steel tower transmission line Earlton to Morganfield, distance of 38 miles; cost \$310,900; 33,000-volt single-circuit line from Bardstown to New Haven, 12 miles; cost \$35,000; connect Madisonville and Hanson with 33,000-

volt line; build distribution system at Hanson; cost \$25,500; build 3 miles of 6600-volt line between Paducah and Lone Oak; cost \$16,500; connect Pineville and Manchester with 66,000-volt line, 20 miles long; increase capacity of Princeton substation by installing 333-kv-a transformer. 8-11

La., Columbia—Louisiana Power and Light Co., 2 Rector St., New York, reported, acquired electric light plant; will install water works system and ice plant.

La., Oakdale—City votes Oct. 25 on bonds for white way. See Financial News—Bond Issues Proposed.

La., Shreveport—Southwestern Gas and Electric Co., Marshall St., reported, construct 4 substations. 1-27

Maryland—Youghiogheny Hydro-Electric Corp., care Associated Gas and Electric Co., 61 Broadway, N. Y., reported, plans hydro-electric development in northern Maryland; Warren Partridge of Pennsylvania Electric Corp., 33 Liberty St., New York city, advises: "Youghiogheny Hydro-Electric Corp., has no definite plans at present time as to when work will begin on any additional hydro-electric development in northern Maryland."

Md., Williamsport—Directors of Potomac Edison Co., Hagerstown, reported, authorized sale, subject to approval of Public Service Comsn., Munsey Bldg., Baltimore, of 25,500 shares of 6% preferred stock at par, \$100, to New York bankers for \$2,650,000; issue is for improvements at power plant, including extensions of lines costing about \$2,000,000. Company advises: Refinancing referred to is being done to take care of improvements already completed this month so that there is no new construction involved in this transaction.

Miss., Nettleton—Mississippi Power and Light Co., Jackson, reported, constructing line from Shannon to Nettleton.

Miss., Water Valley—City receives bids Sept. 30 for electric generating station. See Want Section—Bids Asked.

Miss., Brookhaven—Mississippi Power and Light Co., Jackson, reported, acquired Wesson Electric Light and Power Co.

Miss., Corinth—Mississippi Power Co., Gulfport, reported, acquired city water and light plant.

Miss., Hattiesburg—City, L. L. Mullinnix, Chrmn., White Way Committee, reported, remodel wiring system of business district; installation by Mississippi Power Co., Gulfport.

Miss., Holly Bluff—Town, reported, granted franchise to John E. Stillman to supply lights and power.

Miss., Magee—City, reported, let contract to B. E. Vernon Walker, Magee, for water and sewer system; water to be piped from Sanatorium Spring; to Interstate Electric Co., 643 Magazine St., New Orleans, La., and Fairbanks-Morse Co., 311 N. 23d St., for fire pumps; McWane Cast Iron Pipe Co., 3700 11th Ave. N., and American Cast Iron Co., Birmingham, Ala., for cast iron piping; Dickey Clay Pipe Co., 2131 28th Ave. N., Birmingham, Ala., for vitrified clay pipe; will readvertise for new bids for septic tanks and steel tank and tower. 8-4

Miss., Vicksburg—Mississippi Power and Light Co., Jackson, reported, applied to Warren County Board of Supervisors for perpetual franchise.

Mo., Kennett—City, reported, having survey made for power plant; may vote on \$25,000 bonds. Address Mayor Pankey.

Mo., Osceola—Ozark Utilities Co., Pleasant Hill, L. J. Green, Pres., reported, soon begin construction of hydro electric dam across Osage River north of Springfield; Judge C. A. Calvird, of St. Clair Circuit granted company flowage rights; will supply electricity to 36 towns in Ozark region; dam will back water 20 miles and make river between Osceola and Monegaw Springs navigable. 9-1

Mo., St. Louis—City, Geo. B. Heath, Supt. City Lighting Division, reported, having final surveys made for downtown lighting system; \$400,000 appropriated; later may be increased to \$1,000,000.

Mo., West Plains—W. P. Brittan, reported, interested in extension of power line.

N. C., Wilkesboro—Southern Public Utilities Co., 432 S. Church St., Charlotte, reported, acquired holdings of Moravian Power Co., serving Moravian and Wilkesboro.

Okla., Jay—Public Service Co., 510 S. Boston St., Tulsa, reported, construct transmission line, Jay to Pryor and distribution system in Jay.

Okla., Miami—Empire District Electric Co., Joplin, Mo., reported, plans transmission

system from Miami to Bluejacket and distribution system in Bluejacket.

Okla., Seminole—Oklahoma Gas and Electric Co., Insurance Bldg., Oklahoma City, reported, construct transmission line Seminole to Lima and distribution system in Lima.

S. C., Edgefield—City, reported, votes in about 3 weeks on sale of light plant. Address The Mayor.

Tennessee—Tennessee Electric Power Co., Chattanooga, reported, erect 25 miles transmission line, Rock Island to Viola; day labor.

Tennessee—Public hearing will be held Oct. 10 in Greenville, Maj. Lewis H. Watkins, District Engr., Chattanooga, on application of Federal Power Co., P. O. Box 16, Knoxville, for permission to build 5 dams on Nolichucky River, with total power installation of about 105,000 h.p.; also for dams on Cane and North Toe River, with no power installation; Tennessee Eastern Electric Co., Johnson City, asks permission to construct 3 dams on Nolichucky River with proposed power installation of 70,000 h.p. 6-3-26

Tenn., Baxter—Tennessee Electric Power Co., reported, acquired light plant.

Tenn., Henderson—Jackson Railway and Light Co., Jackson, Tenn., reported, acquired light plant.

Tenn., Lynnville—Town applied to State Railroad and Public Utilities Comsn., Nashville, for permission to construct transmission line to connect with power lines of Southern Cities Power Co.

Tenn., Rockford—Tennessee Electric Power Co., Chattanooga, reported, acquired lighting and power distribution system from Rockford Mfg. Co.

Tex., Beeville—Central Power and Light Co., Frost National Bank Bldg., San Antonio, reported, plans expending \$100,000 for rebuilding local plant, enlarge ice-making department and cold storage capacity; begin work about Nov. 1.

Texas—Texas-Louisiana Power Co., Fort Worth Bank Bldg., Fort Worth, reported, expend \$400,000 in construction work in Galveston County; build light and power plant at Texas City; will tie Dickinson and League City together, build transmission line to Texas City and line around via San Leon on to Clifton-by-the-Sea. 9-8

Tex., Alvin—Western Public Service Co., 72 W. Adams St., Chicago, Ill., reported, completed survey and right of way from La-Marque to Alvin and will soon begin constructing power line; C. R. Goodman in charge of preliminary work.

Tex., Bastrop—Texas Power & Light Co., Interstate Bldg., Dallas, reported, rebuilding and enlarging sub station.

Tex., Fort Worth—N. E. Busby Electric Co., contractors for white way system on Main and Houston Sts., reported, let contract for material.

Tex., Quanah—West Texas Utilities Co., Abilene, reported, acquired Quanah Light and Ice Co.

Tex., Wichita Falls—Texas Electric Service Co., Interurban Bldg., Dallas, reported, construct high line to Hillcrest Addition; furnish electric lights in that section.

Virginia—Appalachian Electric Power Co., Commerce St., Bluefield, W. Va., reported, construct 2 dams at Fries Junction and Fowlers Ferry. Herbert Markle, Gen. Mgr., 112 Oakhurst Ave., wires: "Have made no definite plans for construction of power dams near Fries Junction or Fowlers Ferry."

Flour, Feed and Meal Mills

Mo., St. Louis—Glosemeyer Flour Co., Merchants Exchange Bldg., advises have plans and specifications ready by Otto J. King, Wainwright Bldg., but it has been decided to defer building warehouse for indefinite period. 9-8

Tenn., Morristown—Pinnacle Mills, S. Cumberland St., reported, erect 4-story addition to flour mill.

Tex., Dallas—McKnight Grain and Elevator Co., Love Field, reported, plans erecting mill for grinding corn and maize into chops for dairy feed.

Foundry and Machine Plants

Mo., St. Louis—Utility Tool and Manufacturing Co., 620 Tower Gr., reported, let contract to W. C. Harting Construction Co., International Life Bldg., for 1-story, 48x145-ft. machine shop; cost about \$25,000.

Gas and Oil Enterprises

Ark., Smackover—Simms Oil Co., Magnolia Bldg., Dallas, will rebuild burned refinery with own forces.

D. C., Washington—Gulf Oil Corp., Frick Annex, Pittsburgh, Pa., reported, acquired Columbia Oil Co.

Fla., Bradenton—Southern Gas and Electric Corp., A. J. Lawlor, Mgr., advises will expend \$250,000 for improvements; have taken over for operation municipal gas plant, are running pipe line to Sarasota, will construct distribution system in Sarasota and Manatee; work by company's forces; contract for pipe and fittings let to Chandler Pump Co., and Cedar Rapids Pump and Supply Co., both Cedar Rapids, Iowa, and The Crane Co., Tampa. 8-4

Ky., Central City—A. J. Smith, representative of A. B. Heuncke, Chicago, Ill., reported, constructing plant for manufacture of natural gas.

Louisiana—Department of Conservation, New Orleans, V. K. Irion, Commr., advises, have received applications for permits to establish carbon black plants in Richland Parish, from W. C. Feazel and Century Carbon Co., both Monroe. 9-15

La., Monroe—Mississippi Oil Co., Inc., capital \$10,000, incorporated Cleve Love, O. M. Grisham, Oua Natl. Bank Bldg.

Miss., Hattiesburg—R. E. Collins and J. O. Mack, both Houston, of Interstate Natural Gas Co., Louisiana Nat. Bank Bldg., Baton Rouge, reported, applied for natural gas franchise.

Miss., Picayune—Gulf Refining Co. of New Orleans, La., S. T. Russ, Local Agt., Maison-Blanche Bldg., reported, erect 4 tanks with capacity 60,000 gal.; equipment constructed with local labor; install pumping station.

Mo., St. Louis—West & Co., Philadelphia, Pa., Pynchon & Co., John Nickerson & Co., W. S. Hammons & Co., and A. B. Leach & Co., Inc., all New York; H. M. Byllesby & Co., Inc., Federal Securities Corp., Continental and Commercial Co., all Chicago, Ill., offering \$10,000,000 first mortgage sinking fund gold bonds, 6% Series, due 1947 of St. Louis Gas & Coke Corp.; company organized under laws of Delaware, acquired property and assets of St. Louis Coke & Iron Corp., including coke oven and blast furnace plant located at Coke, Ill., adjacent to St. Louis; made or acquired contracts for sale of gas and for electric energy to Laclede Gas Light Co., Laclede Power & Light Co. and Illinois Power & Light Corp. 6-30

Okla., Bartlesville—United Gas Service Co., C. E. Burlingame, Pres., reported, supply gas to towns and cities along Empire natural gas line, now under construction from Amarillo gas fields; cities and towns include, Miami, Tex.; Anthony, Conway Springs, Kiowa and Harper in Kansas, Wynoka, Alva and other cities in Northwestern Okla.

Okla., Oklahoma City—Dyer Royalty Co., capital \$50,000, incorporated; J. N. Dyer, Colcord Bldg.; A. P. Fenton, 1104 W. 24th St.

Okla., Okmulgee—Albany Oil Co., capital \$10,000, incorporated; V. E. Riddle, Okmulgee Bldg.; Q. D. Gibbs, Commerce Bldg.

S. C., Aiken—Northern Utilities Co., Chicago, Ill., reported, granted 50 yr. franchise for gas plant; cost \$100,000; will serve Bath, Langley, Warrentonville and other towns; contract for work will probably be let to Foundation Co., 120 Liberty St., New York.

Tenn., Dyersburg—A. J. Smith, representing Chicago interests, reported, applied for gas franchise.

Tenn., Paris—A. J. Smith, representative of A. B. Heuncke, Chicago, Ill., reported, applied for gas franchise; will probably expend \$200,000 for equipment, etc.

Tenn., Paris—City, reported, will have gas line constructed by Foundation Co., 28 E. Jackson Blvd., Chicago, Ill.; project includes transmission of gas from centrally located cities in W. Kentucky and W. Tennessee.

Texas—Prairie Oil and Gas Co., Independence, Kansas, reported, construct natural gas pipe line from Amarillo field of West Texas to city limits of Denver, cost about \$25,000,000; line will be 365 miles long, 20 or 22-in. pipe; company is subsidiary of Standard Oil Co. of New Jersey, 26 Broadway, New York. N. K. Moody wires: "Amarillo-Denver gas pipe line project still pending; no contracts for material or construction yet awarded."

Texas—Houston Pipe Line Co., Petroleum Bldg., Houston, authorized construction of loop from Freeport to Wadsworth, distance of 36 miles, line from Refugio to White Point, 28 miles, and double Laredo line from Lucas southward. Company wires: Contract let to Edwin Allen MacPherson, Fort Worth Natl. Bank Bldg., Fort Worth, for Refugio to West Point; contract not let for Freeport-Wadsworth line.

Texas—Blyth, Witter & Co., 120 Broadway; Tucker, Anthony & Co., 120 Broadway; Hale,

Waters & Co., 2 Rector St.; Goddard & Co., Inc., 44 Wall St., and Moore, Leonard & Lynch, all New York, offering \$9,500,000 first mortgage, 6 1/4% sinking fund gold bonds, series A of Dixie Gulf Gas Co., incorporated under laws of Delaware to construct and operate pipe line with necessary branches, gathering lines and compressor stations for purpose of transporting, buying and selling natural gas; northern terminus of line will connect with pipe line of Reserve Natural Gas Co. of Louisiana in vicinity of Waskom, Tex., and will extend to points near Houston and Port Arthur; length of line, exclusive of gathering lines, 300 miles; capacity of line upon completion of all compressor stations, will be about 150,000,000 cu. ft. gas daily; company will also own a gasoline absorption plant with estimated annual capacity of 6,000,000 gal., for by-product manufacture of gasoline from natural gas; company will own 49 1/2% of stock now outstanding of Reserve Natural Gas Co. of Louisiana, which is gathering system now having in operation in excess of 160 miles pipe line, in addition company will own 50% of stock now outstanding of Greenwood Production Co., which owns gas rights on 9369 acres land; company has contracted with Hope Engineering and Supply Co., Mount Vernon, Ohio, for construction of pipe line, completion Feb. 1, 1928; company has contracted for sale of gas to The Texas Co. and Pure Oil Co., Wabash Ave. and Wacker Drive, Chicago, Ill., contract extends for 10 years; has 10-year contract for sale of gas to Houston Gulf Gas Co.; will enter into 10-year contract for sale of gas to Dixie Gas and Fuel Co.; will furnish entire gas requirements of The Texas Co.'s Port Arthur Refinery and Pure Oil Co.'s refinery near Beaumont; Dixie Gas and Fuel Co. holds franchises for distribution of natural gas in 7 municipalities within reach of main pipe line; as further reserve company has gas rights on 13,000 acres in Richland Parish Field; O. R. Seagraves, 56 E. 54th St., New York, is president of company. Dixie Gulf Co. has awarded contract Hope Engineering and Supply Co., for construction of 21-in. gas line Waskom gas field east Texas to Houston and Port Arthur, including connection intermediate communities; A. O. Smith Corp., Milwaukee, Wis., will furnish pipe; A. C. Horn Co., Hancock, L. I. City, New York, furnish coating; Hope Engineering and Supply Co., will manufacture compressor and all other equipment, valves, couplings, etc., will be purchased by them.

Tex., Amarillo—Remo Oil Co., capital \$100,000, incorporated; R. R. Osborn, K. F. Gilchrist, A. L. Osborne.

Tex., Eden—Chamber of Commerce, E. H. Swain, Sec., reported, negotiating with outside capitalists for natural gas plant.

Tex., Fort Worth—Yates Ranch Oil and Royalty Co., capital \$100,000, incorporated; Leo F. Reardon, 1209 Eighth Ave.; F. M. Stone.

Tex., Houston—Unice Oil Co., capital \$15,000, incorporated; Charles J. Unice, Kress Bldg.; Sam J. Unice.

Tex., Laredo—C. O. Maddox, reported, interested in formation of gas company.

Tex., McGregor—Lone Star Gas Co., Dallas, J. F. Gray, Representative, 1915 Wood St., reported, install natural gas system.

Tex., Palestine—Palestine Heat, Light and Power Co., J. V. Murdaugh, Mgr., reported, extend gas mains.

Tex., Cooper—Community Gas Co., reported, lay gas mains in various streets; day labor.

Tex., Greenville—Lone Star Natural Gas Co., 1915 Wood St., Dallas, Pete Griffin, Mgr., reported, construct gas line from north of city to Celeste and Leonard and Wolfe City-Ladonia, total distance of 25 miles.

Tex., Hereford—City, reported, granted natural gas franchise to West Texas Gas Co., Amarillo.

Tex., Plemons—Phillips Petroleum Co., Bartlesville, Okla., reported, construct pumping plant on Big Creek, divert 471 acre ft. of water; cost \$75,000.

Tex., San Antonio—Carter Royalty Corp., capital \$151,000, incorporated; Harry L. Carter, Travis Bldg.; P. F. Thomas.

West Virginia—Buckeye Pipe Line Co., 26 Broadway, New York, reported, acquired Pure Oil Co.'s pipe line in West Virginia, with exception of main line from Morgantown, east.

Ice and Cold-Storage Plants

Fla., River Junction—Crystal Ice Co. of River Junction chartered; Arthur Corry, J. M. Barnes, L. B. Edwards.

Fla., Tampa—Seminole Ice Co., capital \$40,004, incorporated; Manuel Lopez, 1409 19th

St.; Frank J. Fette, 1013 32nd Ave.; Pedro Espinola, 3412 Tenth Ave.

Ga., Valdosta—C. W. Singleton, Dothan, Ala., reported, acquired 119x150-ft. site on Williams, Force and Ashley Sts.; plans erecting ice manufacturing plant, brick, fire resisting; estimated cost \$35,000.

La., Monroe—Monroe Ice Co., Grand St., will rebuild burned portion plant.

Mo., Poplar Bluff—J. H. Webb, Blytheville, Ark., advises plans have not been completed for proposed ice plant.

N. C., Elkins—Carolina Ice & Fuel Co., capital \$100,000, incorporated; C. F. Lineberry, Alex. Chatham, G. G. Chatham.

Okla., Wewoka—Shawnee Ice Co., E. W. Hill, Pres., Shawnee, Okla., reported, contemplates plant addition, new equipment increasing daily capacity from 75 to 135 tons; cost about \$80,000.

Tenn., Union City—Fred Dahnke Ice Co., Inc., Fred Dahnke, V.-Pres.-Mgr., cor. Main and Division Sts., has 60x80-ft. building; expend \$10,000 to remodel; install \$27,500 equipment; Radabaugh & Corbitt, 218 N. Tenth Ave., furnish 20 ton Arctic machine complete. See Want Section—Machinery and Supplies. 9-15

Tex., Abilene—O. D. Dillingham, Propr., Banner Creamery, reported, let contract to A. W. Balfanz & Bro., for 50 ton capacity ice plant, 1-story, 76x126-ft., brick and concrete, steel roof; cost about \$100,000.

Tex., Beeville—Central Power & Light Co., reported, expend \$100,000 rebuilding plant, enlarge ice making and cold storage capacity.

Tex., Pyote—Chamber of Commerce, reported, interested in establishing ice and cold storage plant.

Tex., San Antonio—See Miscellaneous Enterprises.

Iron and Steel Plants

Ala., Gadsden—Gulf States Steel Co., Brown-Marx Bldg., Birmingham, reported, soon let contracts for improvements to plant, cost \$3,000,000 to \$5,000,000. 5-28-25

Land Development

Ala., Birmingham—Meadowbrook Estates, Inc., Bryan Avant, Pres., 308 Jackson Bldg., will develop 42-acre subdivision on Springville Highway; grade streets, pave, probably with chert.

Ark., Bella Vista, P. O. Bentonville—C. A. Linebarger, reported, plans expending \$250,000 for improvements at Bella Vista, including erection of \$100,000 hotel, 75 summer homes; build roads, water mains and electric light extensions, golf course, etc.

Ark., Fayette—Country Club and H. H. Taylor, reported, interested in landscaping of South Mountain, construct boulevard system, walks and parks Phillip W. Thomas, 1515 South Trenton St., Tulsa, Okla., Landscape Engr.

Ark., Nashville—Nashville Country Club, reported, construct 9 hole golf course.

Ark., Springdale—J. L. Fitzgerald and John P. Stafford, reported, develop 60 acres for golf course.

Fla., Clearwater—Lamphear Properties, Inc., capital \$10,000, chartered; H. F. Lamphear, Hattie Lamphear.

Fla., Miami—Park Properties Holding Co., Inc., chartered; L. A. Lambert, Arthur H. Wagener.

Fla., National Gardens—National Gardens Bulb Co., incorporated; W. W. Sterling, Edgar George.

Fla., Tampa—Essanbee Holding Corp., incorporated; T. M. Shackelford, 933 Golf View Ave.; M. F. Brown.

Fla., Eustis—City, reported, defeated \$50,000 bonds for park, may call election on \$25,000 bond issue. Address The Mayor.

Fla., Hollywood—Joseph W. Young Properties, Inc., chartered; J. W. Young, V. J. Sherman.

Fla., Jacksonville—Donald Co., incorporated; W. E. Arnold, Ortega St.; D. N. Tribble.

Fla., Jacksonville—Chicago-Florida Land Co., incorporated; N. D. Suttles, 300 W. Forsyth St., E. Z. Jones, 3506 Hedrick.

Fla., Jacksonville—John L. Holmes Co., incorporated; John L. Holmes, Atlantic Natl. Bank Bldg.; H. E. Williams.

Fla., Miami—Miami Improved Properties, Inc., chartered; Floyd L. Knight, 268 N. E. 20th Terrace, George E. Holt.

Fla., Miami—Chelsea Investment Co., incorporated; R. E. Davis, Lawyers Bldg.; H. Y. Freedman.

Fla., Miami—B. C. C., Inc., chartered; T.

H. Barkdull, 140 N. E. First Ave.; T. D. Covington, 1316 Alhambra Circle.

Fla., Palm Beach—Cordova Holding Co., incorporated; W. W. Foskett, 30th St.; Bert Winters, Guaranty Bldg.

Fla., Perry—Industrial Co., incorporated; Ira L. Reves, Arnold Joerns.

Fla., Sarasota—Clark Warren, Inc., chartered; Clark Warren, Ella R. Warren.

Fla., Sarasota—Ennis, Inc., chartered; Stanton Ennis, Ronala Apts.; J. L. Reyyallata.

Fla., St. Petersburg—Gulf Cottage Colony, Inc., chartered; Thos. M. Gilmore, M. M. Gilmore.

Fla., Tampa—Chicago-Tampa Development, 200 W. Shore Drive, increased capital \$500,000 to \$3,000,000.

Fla., Winter Park—City created Park Comsn. consisting of Charles S. Hayes, H. A. Ward, E. B. Riggs, C. Fred Ward, develop parks.

La., Baton Rouge—Losavio Realty Co., Inc., chartered; Tony Losavio, Peter Losavio.

La., New Orleans—North Gulfport Realty Co., capital \$15,000, incorporated; Edw. B. Ellis, 3923 St. Charles Ave.; Wm. E. Rau, 929 Delgado Drive.

La., New Orleans—Marsh Realty Co., Inc., capital \$25,000, chartered; H. Allen Marsh, 1024 Pauline St., Kenner; Walter F. Jancke, 1807 Calhoun; H. B. Caplan, 2136 Robert St., both New Orleans.

La., New Orleans—N. J. Stinson, Inc., capital \$100,000, incorporated; N. G. Stinson, Thos. H. Stinson.

La., New Orleans—North Gulfport Realty Co., capital \$15,000, incorporated; Edward B. Ellis, 3926 St. Charles St.; Conrad Kolb, 7122 St. Charles Ave.

Mo., St. Louis—Stedelin Bros., 823 N. 4th St., develop 50-acre subdivision on Gravois and Meramec; Dodds Surveying Co., 717 1/2 Chestnut St., Engrs.; Manegold Const. Co., 211 Title Guarantee Bldg., has contract for grading. 8-25

Mo., Kansas City—Twin Maples Farm Co., reported, acquired 40 acres on Eighty-third St.

Mo., St. Louis—Glencoe Valley Realty Co., incorporated; D. C. Todd, 4503 Page St.; H. G. Clymer, Wainright Bldg., H. C. Hackmann.

N. C., Charlotte—Park and Recreation Comsn., reported, expend \$46,000 for developing park system.

N. C., Charlotte—Queen City Recreation Co., incorporated; N. J. Dross, 209 Lillington Ave.; Joe Purcell.

N. C., Elkin—Martin's, Inc., capital \$100,000, chartered; D. C. Martin, Jonesville; W. D. Martin, Yadkinville.

N. C., Tryon—Lake Lanier Co., incorporated; W. M. Hester, G. H. Holmes, W. A. Fisher.

N. C., Sanford—McIver Park, Inc., capital \$100,000, chartered; T. S. Cross, J. E. Brinn.

N. C., Shelby—Tom Webb, reported, acquired 287 acres near Buffalo Mountain.

N. C., Winston-Salem—E. S. Draper, Landscape Archt. and Engr., Charlotte, retained to prepare plans for development of residence grounds on Lovers Lane Rd.; prepare plans for residence grounds in Country Club Section for J. K. Norfleet; prepare plans for development of grounds for Wm. Nissen.

S. C., Florence—Sandlin-Zeigler, Inc., capital \$10,000, incorporated; B. P. Sandlin, J. A. Zeigler.

Tenn., Chattanooga—Heard & Lee, Inc., chartered; A. L. Heard, Midvale Park; Luke Lea, 523 Douglas St.; W. E. Wilkerson, Hamilton Bank Bldg.

Tex., DeLeon—H. G. Wallace, reported, develop 54 acres in pecans.

Tex., Houston—American Building and Development Co. incorporated; W. J. Buhmann, Larchmont St.; W. H. Minchen, 3415 Graustark St.

Tex., Amarillo—Walter Sikes, Amarillo Bldg., reported, construct 9 hole golf course at Twin Hills.

Tex., Houston—Don Beck, reported, acquired 77 acres on Richmond Rd.

Tex., Houston—Florence & Dreyfuss Corp., Fred F. Florence and Sol Dreyfuss, reported, acquired Loma Linda development on Preston Road, will develop subdivision.

Tex., Waco—G. C. Meek, 824 S. 7th St., reported, develop tourist camp on Dallas Rd.; erect camp houses, etc.

Tex., Wichita Falls—City, reported, acquired 80-acre tract for development of cemetery.

Va., Roanoke—Joseph H. Crenshaw, 2401 Maplewood Ave., Richmond, reported, de-

velop 27 hole golf course on old Hollins Rd.; cost \$125,000; Fred Finley, Golf Archt.; erect club house; lay 6 miles of underground water piping.

Va., Charlottesville—Lyons Place Development Corp. retained E. S. Draper, Landscape Archt. and Engr., Charlotte, N. C., for 50-acre subdivision.

Va., Roanoke—P. V. Mohun, Monterey St., has 300 acres, will develop 100 acres for golf course, 18 holes; erect clubhouse; lay approximately 5 miles of underground water pipe; Charles Nichols, Gen. Contr., 221 Day Ave. S. W.; Wm. Mitchell, Country Club Landscape Archt. and Director of Course; expend \$80,000.

Lumber Enterprises

Ga., Augusta—Georgia Hardwood Lumber Co., capital \$12,000, incorporated; O. R. Cheatham, Hamburg, S. C.; J. H. Hargrave, Chatham, Va.

La., Oakdale—Hillyer, Deutsch, Edwards, Inc., reported, will erect \$30,000 addition to planing mill; manufacture hardwood to provide automobile factories, to be in operation by Nov. 1; employ from 500 to 1000 persons.

La., Hammond—Long Lumber Co., Inc., capital \$10,000, chartered; Joseph D. Perkins, Waldo L. Long, A. L. Stossell.

Miss., Hickory—O. S. Hopkins Lumber Co., reported, rebuild burned mill. 6-23

S. C., Cayce—Lexington Lumber Co., R. A. Huffstetter, Pres., Townsend, Tenn., reported, purchased Corley Lumber plant, daily capacity 45,000 ft.; begin operation about Oct. 15, employ 50 persons.

Tenn., Memphis—Tiger Island Hickory Co., 130 Madison Ave., recently incorporated with \$10,000 capital, operating complete hickory mill; does not contemplate purchasing equipment at this time.

Tex., Palestine—Thompson Bros. & Weaver, reported, rebuild burned sawmill.

Tex., Houston—Stevens Lumber and Building Co., A. E. J. Stevens, Pres., 1400 Maury St., reported, plans erecting warehouse on Maffitt at Mills and Loraine St., 1-story, brick, fireproof, contain about 18,000 sq. ft. floor space and 300 ft. trackage on Southern Pacific Railroad; foundation to be made for additional stories for future expansion; cost about \$30,000.

Tex., Victoria—Victoria Planing Mill, J. W. Sample, Owner, erecting 60x100-ft. building corner Glass and Water St.; equip with new machinery.

Mining

Ga., Cartersville—Ochre—Miller Mining Co., reported, plans extending operations; build new railroad, etc.

La., New Orleans—Cuban Rock Asphalt Co., recently incorporated in New Orleans, with capital \$1,000,000, still in progress of organization, Edouard E. Mendez, Pres., 3626 Napoleon Ave.; Edwin O. Cook, Sec., 865 St. Charles St.; J. S. White, Treas., Dallas, Tex.; reported, plans construction asphalt handling plants in several Gulf ports including New Orleans; has rock asphalt quarries in Cuba. 9-8

Mo., St. Louis—Schneider Red Granite Co., A. S. Kubu, Pres., 1224 Central Natl. Bank Bldg., has 42 acres to be developed, install \$150,000 equipment. See Want Section—Machinery and Supplies. 8-18

Tex., Dallas—Penniman Gravel and Material Co., 3000 Junius St., increased capital, \$15,000 to \$20,000.

Miscellaneous Construction

Ala., Holt—Inland Waterways Corp., Mississippi-Warrior Service, 320 Meaher Bldg., Mobile, will construct river and rail interchange terminal; receives bids Sept. 29. See Want Section—Bids Asked. 4-28

Ala., Mobile—Wharf—Alabama State Docks Comn., State Office Bldg., receives bids Oct. 17, to construct coal and material handling plant. See Want Section—Bids asked.

Ark., Pine Bluff—Comms. of Third Mississippi River Levee Dist., Vicksburg, Miss., rejected bids on contracts to repair breaks in Farrelly lake levee in Jefferson and Arkansas Counties.

D. C., Washington—Swimming Pool—Col. U. S. Grant, 3d, Executive Officer of the Park and Planning Comn., New Navy Bldg., received bids for 75x150-ft. concrete swimming pool and bathroom in new McKinley High School grounds, Third and T St. N. E.; award contract soon.

Fla., Miami Beach—Seawall—Dade County Comms., plan completing ocean front protection. See Financial News—Bond Issues Proposed.

Fla., Orlando—Swimming Pool—Glenn E.

Berry, Supt. Sanlando Properties, plans constructing new swimming pool at Sanlando Springs, 60x120-ft., built in basin of spring, sand bottom, spring to have flow of 50,000 gal. water per min.

Fla., Palatka—City Comms. received bid from A. W. Dobson, for construction yacht dock.

Louisiana—Mississippi River Comn., Fourth Dist., office of Dist. Engr., River Front at Burdette St., New Orleans, La., receives bids Sept. 27 for construction 442,000 cu. yds. levee work in Lower Tensas, Pontchartrain, Lafourche and Barataria Levee Dist.; W. H. Holcombe, Major Corps of Engrs., Dist. Engr. See Want Section—Bids Asked.

La., Ferriday—Levee—City plans building protection levee; contemplates bond issue. Address City Clerk.

La., Lake Charles—Wharf, etc.—Dock Board, Guy Beatty, Pres.; E. R. Kaufman, Sec., let contract to Doullut & Ewin, Inc., 300 Queen & Crescent Bldg., New Orleans, La., at \$221,760, for additional port facilities including additional unit public wharves and warehouses; Elmer E. Schutts, Engr., 1209 Kirkman St. 8-11

La., Marksville—Board of State Engineers, 213 New Courthouse Bldg., New Orleans, receives bids Sept. 23 for following levee work on right bank Red River, Avoyelles Parish; Johnson Bayou Cross-Levee, section "A," length 1595 ft., contain 36,000 cu. yds.; Johnson Bayou Cross-Levee, section "B," length 1823 ft., contents 21,000 cu. yds.; Norman Landing, length 1610 ft., contain 35,000 cu. yds.; Brouillette Settlement, Gaps Nos. 1 to 3, containing about 15,425 cu. yds.; Saline Point Levee, 5900 cu. yds.; Saline Point, Gaps Nos. 4a to 6, containing 1238 cu. yds.; Bayou Leauonir, containing 15,000 cu. yds.; Lake St. Agnes Bay, containing 17,000 cu. yds.; 1324 ft. long; Acadian Point Levee and Acadian Point, Gaps 18 to 22, containing about 13,231 cu. yds.

La., Monroe—Levees—Board of Comms. of Tensas Basin Levee Dist., receive bids Sept. 26 to construct approximately 150,000 cu. yds. levee work in Ouachita and Caldwell Parishes; State Board of Engrs., 213 New Orleans Court Bldg., New Orleans. See Want Section—Bids Asked. 9-15

La., Opelousas—Crevasse—McWilliams Dredging Co., New Orleans Bank Bldg., New Orleans, has contract at \$78,800 for closing of crevasse at Port Barre South levee, in St. Martin and St. Landry Parishes, for the Atchafalaya Levee Dist.; work involves 195,000 cu. yds.

La., Shreveport—Levee—Howard Kenyon Dredging Co., 3605 McKinney St., Houston, Tex., has contract for Sterling Bayou and Curtis levees and J. E. Stiles, 2910 Southern Ave., Shreveport, La., for Honey Grove levee work in Caddo and Bossier Parishes, on the Red River to W. E. Morgan for restoring levee in La Fourche Basin Levee Dist. in Ascension and St. James Parishes; to Davis and Helm, for 35,000 cu. yds. in St. Charles and Jefferson Parishes; to J. E. Fireman, for 8,000 cu. yds. at Port Barre; to J. P. Hebert, for 17,500 cu. yds. near Port Barre.

La., New Orleans—Port Comms., New Orleans Court Bldg., reported, authorized construction additional shed to bulk commodity plant, to house 12,000 tons aluminum ore; cost about \$30,000.

Miss., Hattiesburg—Tunnel—City, reported, plans constructing passageway under tracks of Southern Railway, connect Forrest and Walnut St. extension. Address City Engineer Pickernell.

Miss., Vicksburg—A. M. Todd, Engr., Acting Dist. Engr., recommended award of contracts for repairing levee breaks in Third Mississippi River Dist. to E. D. Hines, for work in Mississippi-Atchafalaya Levee Dist. and to Morrow & Neil for Rocky Bayou Drainage and Eden Levee Dist. 9-8

Okla., Tulsa—Subway, etc.—Midland Valley R. R. Co., C. E. Ingersoll, Pres., Philadelphia, Pa., reported, construct underpass and subway at intersection of Sixth St. and Midland tracks, cost about \$135,000; financed equally by the city and railroad company; subway to be completed by Mch. 1, 1928.

Tenn., Nashville—U. S. Engineer Office, received low bid from Nashville Bridge Co., Shelby Ave., for four steel lock gates.

Tex., Galveston—Galveston County Comms., voted \$75,000 bonds for right-of-way for proposed intracoastal canal. See Financial News—Bond Issues Proposed. 9-8

Tex., Harlingen—Swimming Pool—C. H. Lockhart, reported, interested in constructing natatorium and recreational center on W. Jackson St., cost \$30,000 to \$50,000; proposed site about 3½ acres.

Tex., Houston—Subway—City, reported,

expend about \$400,000 for Acuff St. subway to link Smith St. with proposed Southern Pacific Station; also construct subway under Southern Pacific R. R. tracks on Heights Blvd., costing \$200,000; J. C. McVea, City Engr.

Tex., Texas City—Dock, etc.—Texas City Terminal Railway Co., G. W. Wikeska, Gen. Mgr., advises have not decided on plans for rebuilding burned warehouse and dock at pier B. 9-8

Miscellaneous Enterprises

Ala., Huntsville—Huntsville Hotel Co., capital \$400,000, incorporated; Thomas T. Terry, M. M. Hutchins, Lawrence B. Goldsmith.

Ark., Berryville—Paul F. Arnold and associates interested in establishing creamery.

Ark., Brinkley—City voted \$8,000 bonds for additional fire fighting equipment. See Financial News—Bonds Proposed. 8-23

Ark., Lake City—Dillman Eggcase Co., Frank Dillman, Pres., Caruthersville, Mo., reported, establish plant to manufacture egg cases, acquired site.

Ark., Pine Bluff—Arkansas Baking Co., C. H. Ahrens, Pres., Third and Chestnut St., reported, let contract to E. C. Royle, Citizens National Bank Bldg., for plant addition, install new boiler and other factory equipment; cost about \$10,000.

D. C., Washington—Preston Construction Co., Inc., capital \$25,000, chartered; Winfield Preston, 16th and Emerson St. N. W.; Fred A. Allnut, 2932 Portor St. N. W.; Ira E. Keller.

D. C., Washington—The Mills Novelty Sales Corp., capital \$50,000, chartered; Wm. E. Mills, Insurance Bldg.; Thos. P. Jones, Elmer M. Barnes.

D. C., Washington—Superior Chemical Products Co., Inc., capital \$200,000, chartered; Chas. N. Joyce, Fendall Bldg.; E. Hayden Bozell, Edwin M. Van Meter, Olympia Apts.

D. C., Washington—Mutual Cleaning Co., Inc., 1320 W. Fourteenth St. N. W., let contract to Walter B. Avery, 632 G St. N. W., for 1 and 2-story cleaning plant at 2216 Eighth St. N. W., estimated cost \$14,000; Julius Wenig, Archt., 721 Tenth St. N. W.

Fla., Avon Park—B. and B. Cash Grocery Stores, capital \$20,000, incorporated; C. D. Bever, Charlotte Bever, Chas. C. Bever.

Fla., West Palm Beach—Flamingo Stores, Inc., capital \$50,000, chartered; W. J. Wallis, Jr., Oliver Leadley, C. A. Cox.

Fla., Clearwater—Clearwater Steam Laundry Co., reported, acquired new building on Grand Central St., equipment ordered.

Fla., Clearwater—City, reported, plans installing fire alarm system, has \$20,000 available; Luke Martin, Fire Chief.

Fla., Dania—City voted \$3500 bonds for fire alarm system. See Financial News—Bond Issues Proposed.

Fla., Daytona Beach—Beverages, etc.—Daytona Beach Tripure Water Co., incorporated; Norman G. Hamilton, J. S. Morris, Alice T. Morris.

Fla., Daytona Beach—J. S. Beville & Sons, Owners of Buckeye Dairy, Beville Ave., reported, plans extensive improvements; foundation being laid for concrete and stucco milking barn, milk and bottling room, barn to have 32 steel stanchions; install electrically operated equipment, Frigidaire cold storage, increase capacity about 100% by Dec. 1; also establish fully equipped garage, machine repair shop and dormitory for employees.

Fla., Jacksonville—Advertising—George M. Notter Co., capital \$10,000, incorporated; Geo. M. Notter, Roger M. Painter, Bisbee Bldg.; F. L. Harris.

Fla., Lake Wales—Rutherford Construction Co., Inc., Room 2, Bullard Bldg., R. Rutherford, Pres.; B. K. Bullard, Sec.-Treas. (recently incorporated with \$100,000 capital) purchasing equipment of Rutherford & Bullard, who are completing paving project for City. 9-8

Fla., Miami Beach—Biscayne Plaza Theatre Co., capital \$10,000, incorporated; Martin E. Upmal, Jr., Anna H. Sessions, Arthur A. Holmes.

Fla., Miami—Coral Gables Beverages Corp., chartered; Woodford J. Copeland, A. M. Copeland, Miles E. Cunat.

Fla., Tampa—The Linde Air Products Co., 30 E. Forty-second St., New York City, let general contract to G. A. Miller, Inc., 312½ Twigg St., Tampa, for plant (manufacture oxygen); equipment to be installed under company's own supervision; R. N. Shepard, Asst. Engineer of construction. 7-7

Fla., Tampa—American Cocoa Fibre Products Co., reported, establish plant, have site;

importers of fibres for matting and floor coverings.

Fla., Tampa—American Art, Marble and Granite Co., capital \$25,000, incorporated; W. C. Zickgraf, 202 Blanca Ave.; D. A. Graves, B. B. Zickgraf.

Fla., Naples—Naples Drug Store, Inc., chartered; James K. Hamill, Mary B. Hamill, George Hyatt.

Fla., Punta Gorda—Merchandise—Persons Bros., Inc., capital \$10,000, chartered; J. R. Persons, F. B. King; G. C. Persons.

Ga., Macon—Price E. Hertz, 869 Broadway, reported, plans establishing tile manufacturing plant on Poplar St.; cost about \$65,000.

Ga., Hawkinsville—Plans, reported, under way for commercial hatchery of 10,000 egg capacity, to be under management of S. J. Willis, Bridgeboro.

Ky., Louisville—Reed Air Filter Co., 215 Central Ave., completing plant, 100x200-ft. Monitor type, Austin No. 3 building, steel frame work; Austin Co., Cleveland, Ohio, Engrs. and Contrs., equipment practically purchased.

La., Jennings—Jennings Warehouse Co., Inc., chartered; David C. Ritchie, Harry F. Ehrman, M. C. Ritchie.

La., New Orleans—Crown Food Palaces, Inc., capital \$100,000, chartered; Francis P. Ciesi, A. McIlwaine Duggan, Anthony Potarno.

La., Monroe—Twin City Hardware and Furniture Co., Inc., capital \$200,000, chartered; P. M. Atkins, 520 Riverfront St.; W. L. Ethridge, 2101 St. John Dr.; H. W. Davis.

La., Natchitoches—A. R. Yates, Sec.-Mgr., Chamber of Commerce, reported, interested in establishment of paper and pulp mill here.

La., Shreveport—Wilson Furniture Co., Inc., capital \$20,000, chartered; W. W. Poland, 219 Texas St.; Chas. H. Wilson, Frank Brown, 731 Merrick St.

La., Shreveport—Commercial Trading Co., Inc., capital \$100,000, chartered; E. R. Ratcliff, Gladders-Lane Bldg.; H. Kendall, 956 Jordan; Ernest L. Blue, Ardis Bldg.

Md., Baltimore—International Paint Corp., East St. Louis, Ill., has acquired site at Dundalk, erect factory, make its manufacturing and distributing point for Eastern territory.

Md., Oakland—Chestnut Farms Dairy, W. V. Davison, Supt., Pennsylvania Ave. and Twenty-sixth St., N. W., reported, plans locating milk buying and shipping station, to handle probably 10,000 gal. milk daily, Mr. Davison advises: No definite plans available, probably establish plant next year.

Miss., Tupelo—Dairy Farms Co., capital \$40,000, incorporated; R. A. Weaver, Wood H. Baker.

Miss., Biloxi—Amusement Park—The Isle of Caprice Amusement Co., W. H. Hunt and Arbeau Caillavet, Owners and Developers, reported, plans improvements for next season; include new sport attractions and concessions, whiteway way along boardwalk, addition to club house, purchase two additional excursion boats, etc.

Miss., Vicksburg—Tyner Printing and Stationery Co., capital \$30,000, incorporated; P. W. Tyner, S. W. Johnson, H. S. Ferguson.

Mo., Kansas City—Pla-Mor Ballroom Co., capital \$65,000, chartered; Paul M. Fogel, 647 W. 61st St.; Lyle Fogel, Lewis B. Ely, 913 Grand Ave.; lease site for amusement place.

Mo., Kansas City—Sunshine Chemical Co., incorporated; M. A. Corbin, J. R. McGrail.

Mo., Kansas City—Spring Valley Butter Co., capital \$10,000, incorporated; Joseph G. Kelly, Parkville, Mo.; Lester E. Derby, D. H. Davis, both Kansas City.

Mo., North Kansas City, Branch Kansas City—Amusement Park—North Kansas City Greyhound Co. Inc., capital \$85,000, chartered; Frank F. Nied, Geo. F. Parlin, 3636 Norledge Place, Carl Hipsh.

Mo., Springfield—Missouri Farmers Assn., 540 Benton St., reported, plans establishing \$75,000 creamery, acquired site on Phelps St.

Mo., St. Joseph—The Goetz Co., Wm. L. Goetz, Pres., 6th and Albemarle Sts., reported, will erect \$25,000 brew house, install equipment; also plans \$20,000 store house.

Mo., St. Joseph—Disinfectant—Hillyard Chemical Co., N. S. Hillyard, Pres., Ninth and Patee St., reported, expend \$100,000 on relocation of plant; acquired Faucett Mill and Windsor Hotel properties on Olive between Seventh and Eighth St., erect 3 and 4-story brick building; Eugene Meier, Archt., Lincoln Bldg.

Mo., St. Louis—Signal Devices—University

Traffic Control Co., capital \$250,000, chartered; S. P. Freeling, Oklahoma City, Okla.; H. W. Meuschke, Sedalia, Mo.; John F. Evans, Joplin, Mo.

Mo., St. Louis—Chouteau Avenue Auto and Wagon Co., 2118 Chouteau Ave., reported, plans 1-story, 60x100-ft. addition; cost about \$25,000; Jacob Heim, Archt., Holland Bldg.

Mo., St. Louis—Franklin Plumbing Supply Co., 1101 Franklin Ave., reported, contemplates erection 3-story, storage and distributing plant with pipe department for cutting and threading, etc.; cost about \$70,000.

Mo., St. Louis—John Fabick Tractor Co., 2812 Iowa St., capital \$100,000, incorporated; John Fabick, 2809 Iowa St., Lilly Fabick, Conrad Paeben, 927 Bates St.

Mo., St. Louis—Roya-Lite Sign Co., 1167 Hodiamont St., capital \$25,000, chartered; Joseph P. Bender, Wm. G. Dickhaut, 5210 Southland Ave.; Frank Whiting.

Mo., St. Louis—Traffic Syndicate Bureau, Inc., capital \$100,000, chartered; Harry C. Krone, 2055 E. Prairie St.; Henry R. Crawford, both St. Louis; S. P. Freeling, S. W. Natl. Bank Bldg., Oklahoma City, Okla.; to publish "Nations Traffic."

Mo., St. Louis—Engineering, etc.—Zeis Erection Co., capital \$10,000, incorporated; Arthur A. Zeis, J. W. LaRue, 4313 S. 38th St.

N. C., Charlotte—Garrison Furniture Co., capital \$25,000, incorporated; J. U. Grice, A. L. Cooper, Mrs. Nettie E. Garrison.

N. C., Charlotte—Saws—Tipton Saw Manufacturing Co., 33 W. Trade St., capital \$50,000, incorporated; R. E. Moore, Walnut Ave., and Wesley Heights, J. M. Mungo, C. A. Duckworth.

N. C., Durham—Union Professional Building Corp., capital \$150,000, chartered; G. W. Hill, 806 S. Duke St.; W. H. Murdock, J. L. Morehead, First Natl. Bank Bldg.

N. C., Gastonia—Lebo's Department Stores, Inc., Main St., capital \$50,000, chartered; David Lebovits, 217 W. Main St., Lena Lebovits, Maurice Honigman.

N. C., Greensboro—Cinderella Slipper Corp. of Greensboro, capital \$25,000, chartered; Benj. Marks, 130 E. Fisher Ave.; Rheba H. Marks, Caho E. Lane, 518 S. Mendenhall St.

N. C., Greensboro—Food Products—Potato Waffles Corp. of North Carolina, capital \$25,000, chartered; Walter R. Worley, Greensboro; M. F. Ruffner, Roanoke, Va.

N. C., High Point—Try-Mee Food Stores, Inc., capital \$100,000, chartered; W. F. McCall, H. A. Broughton.

N. C., New Bern—Kafer's Baking Co., incorporated; Alfred A. Kafer, Jr., Sadie K. Kafer, Katherine Kafer.

N. C., Siler City—Siler City Furniture Co., capital \$50,000, incorporated; C. N. Bray, E. J. Bray, Junius Wren.

N. C., Warsaw—Brown Remedy Co., Inc., capital \$50,000, chartered; J. D. Brown, W. O. Singletary, E. H. Chestnutt.

N. C., Winston-Salem—Sartin Dry Cleaning Co., H. M. Taylor, Pres., 711 S. Main St., High Point, reported, acquired Princess Cleaning Works, 531 N. Liberty St.; will operate.

Okla., Clinton—Belcher-Miller Candy and Drug Co., capital \$25,000, chartered; R. I. Belcher, Geo. M. Miller, both Clinton; J. T. Botkin, Wichita, Kan.

Okla., Tulsa—Industrial Blue Print and Supply Co., capital \$25,000, chartered; Font L. Allen, 1515 South Rockford; W. J. Schoonover, Jessie R. Williamson.

Okla., Sapulpa—Rogers Bakery, Harry L. Rogers, erecting \$40,000 plant addition.

S. C., Columbia—Advertising—The Jack Wise Co., 1521 Main St., incorporated; Jack Wise, 3321 Second Ave., Hagood Bostick.

S. C., Columbia—Columbia Lodge of Elks, W. O. Harth, exalted ruler, establish and equip children's playground at Henderson and Hampton St.

Tenn., Chattanooga—Credit Shoe Stores Co., capital \$50,000, incorporated; Leo Rosenblum, 107 S. Crest Rd.; Morris Latner, Chas. L. Gregory, Highland St.

Tenn., Chattanooga—Glenn Furniture Co., 216 W. Eighth St., increased capital, \$30,000 to \$60,000; changed name from Tindell's, Inc.

Tenn., Jefferson City—Pet Milk Co., Arcade Bldg., St. Louis, reported, probably establish milk condensing plant.

Tenn., Memphis—Furniture—Graham & Van Natta Co., 1359 Madison St., increased capital, \$12,000 to \$17,200.

Tenn., Memphis—South Side Electric Maid Bake Shop, incorporated, R. N. B. Logan, 1718 Overton Park Ave., R. W. Ferrell, Emil Kramer.

Tenn., Memphis—L. B. Forbes Laboratories, capital \$10,000, chartered; L. B.

Forbes, Hollywood; W. H. Carr, 1229 Lakan St.; E. M. Knoff, 1890 Peabody St.

Tenn., Memphis—Neighbor Grocery Co. incorporated; G. N. Ferguson, 2110 Evelyn St.; W. J. Goudeau, J. P. Milnor.

Tex., Austin—Signal Lights—City plans installing 60 traffic signal lights, cost about \$17,000; bidders are General Electric Co., Electric Bldg., Houston; Essco Signal Manufacturing Co., Peoria, Ill., and Crouse-Hinds Co., Syracuse, N. Y.

Tex., Beaumont—Joyland Theater Co., incorporated; Anthony Lombardo, 2526 Magnolia St.; Lawrence Fontana, E. Papich.

Tex., Beaumont—W. G. Reed Mercantile Co., capital \$10,000, incorporated; C. H. Winerich, J. B. Segrest, W. G. Reed, 2222 McFaddin St.

Tex., Brownsville—Padra Island Hotel Co., capital \$80,000, incorporated; Lee B. James, W. J. Ehlers, W. E. Ross.

Tex., Burkburnett—Nathan Lynch Store of Burkburnett, capital \$10,000, incorporated; Nathan Lynch, L. M. Neff, W. E. Guebert.

Tex., Cleburne—Bowman Publishing Co., Inc., capital \$50,000, incorporated; Geo. W. Bowman, Fronda O. Bowman, R. L. Holford.

Tex., Dallas—Saddlery—Padgett Bros. Co., Jesse D. Padgett, Pres., 1020 Commerce St., reported, expend \$40,000 remodeling building, etc.

Tex., Dallas—Monolite Paving Co., Inc., chartered; Hal Moseley, Kirby Bldg.; A. D. Hawley, 322 N. Waverly St.; Ed Gregory.

Tex., Dallas—Insurance Engineering Service Co., incorporated; Harry H. Craft, 1815 Moser St., Joe E. Earnest, Southerland Life Bldg., Herbert O. Craft.

Tex., Fort Worth—Edwards Novelty Co., capital \$100,000, incorporated; W. K. Edwards, 1330 S. Adams; W. P. Edwards, W. E. Connell, 1216 Elizabeth Bldg.

Tex., Fort Worth—Coffee—The Vinnedge Co., Twenty-first and N. Main Sts., let contract to James Taylor & Co., First Natl. Bank Bldg., for 2-story and basement, 100x140-ft. factory, mill construction, steel, concrete and brick, wood floors, composition roof, concrete foundation; cost about \$74,000; install \$35,000 equipment; W. G. Clarkson & Co., Archt., First Natl. Bank Bldg.

Tex., Gainesville—Turner Hotel Co., capital \$150,000, incorporated; Luther D. Turner, Edgar Turner, F. Morris, Jr.

Tex., Galveston—Galveston Rice Milling Co., capital \$75,000, incorporated; P. H. Wilson, 1904 H St., Galveston; L. M. Simmons, Crowley, La.

Tex., Galveston—Seaport Warehouse Co., incorporated; P. H. Wilson, 1904 H St., James L. Shepherd, Jr., A. H. Fulbright.

Tex., Galveston—Seaport Warehouse Co. incorporated; P. H. Wilson, 1904 H St.; James L. Shepherd, Jr., A. H. Fulbright.

Tex., Harlingen—See Miscellaneous Construction.

Tex., Houston—O. B. Andrews Co., Inc., Rosevale Ave., Chattanooga, Tenn., reported, leased building at Jackson and Commerce St. 80x87-ft., equip for manufacture of paper boxes; plant to be in operation by Jan. 1; install machinery including 5000 lb. capacity elevator; initial investment about \$150,000. O. B. Andrews Co. advises: Have organized subsidiary company in Texas to be known as O. B. Andrews Co. of Texas, all capital stock will be owned by parent company, O. B. Andrews Co. of Tenn.; will install in Houston complete corrugated fibre box plant, machinery has been purchased, leased building corner Commerce and Jackson St.; will not build at this time. This plant will be operated in conjunction with Atlanta Container Corporation of Atlanta, Ga., subsidiary company of the O. B. Andrews Co., also operate plant in Cincinnati, Ohio, under name of the O. B. Andrews Co.; P. F. O'Dwyer, Gen. Mgr. of Houston plant.

Tex., Houston—Publishers, etc.—The Rein Co., McKinney and Caroline St., reported, plans erecting new plant, acquired site on Buffalo Drive between Vick and D'Amico St., 200-ft. frontage.

Tex., Houston—Atmospheric Engineering Co., incorporated; J. E. Loeffler, R. G. Murray, Jr., 1708 Shearn St.; Charles Murphy, Union Natl. Bank.

Tex., Houston—Union Barber Supply Co., 409 San Jacinto St., increased capital, \$5000 to \$7000.

Tex., Lubbock—Wylie-Jarrett Drug Co., capital \$15,000, incorporated; H. W. Wylie, Roy Riddle, D. Jarrett.

Tex., San Antonio—Tupinamba Coffee Co., incorporated; Luis B. Bulgas, Jose Maria Mantilla, Manuel D. Martinez.

Tex., Houston—Street Warehousing Corp., 1200 National St., W. T. Carter, Jr., Pres.,

changed name to Federal Storage Co.

Tex., Houston—Carl Curtis, Center and Wichman Sts., has contract at \$13,816 for 1-story building at Fanning and Tuam St., reinforced concrete, brick, hollow tile and stucco for J. H. McDougal, 1720 Marshall St.; to be occupied by Perfecto Cleaning and Dye Works, 2819 Fanning St.; Lamar Q. Cato, Archt., Bankers Mortgage Bldg. 8-25

Tex., Houston—Dandy Lions, Inc., 816 Caroline St., I. C. Timmins, Mgr., establish plant to manufacture golf bags, laundry bags, etc.

Tex., Laredo—City voted \$12,000 bonds for installation electric traffic signal light system. See Financial News—Bond Issues Proposed. 9-15

Tex., Nacogdoches—East Texas Hatcherries, incorporated; E. W. Leach, B. K. Matcett, W. D. Ambrose.

Tex., San Antonio—R. W. Alford, Thorain Apts., revised plans for creamery building at 1000 S. Presa St., soon open bids; Phelps & Dewees, Archts., Gunter Bldg. 7-28

Tex., San Antonio—Texas Pecan Shelling Co., 426 S. Laredo St., reported, plans constructing pecan shelling plant including cold storage warehouse at Salada, Monterey and Comal St.; cost about \$450,000. Texas Pecan Shelling Co., Inc., wires: "Plans and specifications for new plant will not be ready for some time; engineers or contractors not employed yet."

Tex., Shamrock—Shamrock Steam Laundry, incorporated; J. A. Hall, J. M. Tindall, E. E. Walker.

Va., Hopewell—Stacey Manufacturing Co., Elmwood St., Cincinnati, Ohio, reported, has contract for 2500 tons fabricated structural steel, one 1,500,000 cu. ft. gas holder and one 2,000,000 cu. ft. gas holder for plant of the Atmospheric Nitrogen Corp., Syracuse, N. Y., subsidiary of Allied Dye and Chemical Corp., 2413 3rd Ave., New York City. 7-28

Va., Norfolk—The B. and M. Shoe Repairing Shoppe, capital \$10,000, chartered; J. W. Bracken, G. H. Bracken, Joseph Miller, Herman Court.

Va., Norfolk—A. V. Moore Brass Works, capital \$50,000, chartered; A. V. Moore, 1432 Princess Ann Road, G. E. Holtendorf, H. C. Macklin, Natl. Bank of Commerce Bldg.

Va., Portsmouth—P. G. Blanford, 2100 Colonial Ave., reported, has permit for \$10,000 laundry building at 1801-05 High St., 1-story, 70-ft. frontage, brick; to be occupied by Portsmouth Towel and Supply Co., 1400 Dinwiddie St.

W. Va., Romney—National Fruit Products Co., Martinsburg, W. Va., reported, acquired 4-acre site at Wapocomo; erect vinegar factory. 9-1

Motor Bus Lines and Terminals

Maryland—Blue Ridge Transportation Co., Potomac Edison Co. Bldg., Hagerstown, Md., reported, acquired Old Trails Bus Line, Inc., operated over National Highway from Frostburg, Md., to Uniontown, Pa.; purchase adds 80 miles to present system.

N. C., Raleigh—Permits granted to Carolina Coach Co., Dixie Bldg., and Southern Coach Co. to operate through bus service between Raleigh and Charlotte via Greensboro.

Okla., Stillwater—Hickman and McDonald of Yale applied for permit to operate passenger bus line between Stillwater and Pawhuska via Pawnee, Ralston and Fairfax.

Tex., Austin—Following companies applied for permits to operate bus lines in central and south Texas: Red Ball Bus Lines, 100 E. Seventh St., Austin, operating between Austin and Corpus Christi through San Antonio; The Union Bus Line, Austin Hotel, operating from Corpus Christi through San Antonio and Austin to Temple; The Southland Transportation Co., Adolphus Hotel, Dallas, operating from San Antonio through Austin and Temple to Waco and Dallas and the Park Transportation Co., operating from Austin to Waco and Temple.

Tex., Harlingen—W. G. Brown filed application to operate bus line from Harlingen to Point Isabel.

Va., Roanoke—Eagle Motor Lines, James A. Bear, Pres., Shenandoah Life Bldg., successors to Farris Bus Line, operating bus line between Roanoke and Martinsville, reported, will install additional equipment and improve present coaches; also has franchise to operate line between Rocky Mount and Danville. 9-8

Motor Cars, Garages, Filling Stations

Ala., Mobile—Powell Feeks, Duval Realty Co., reported, let contract to Mobile Steel Co., St. Joseph St., for erection \$100,000, all steel, 3-story garage in rear of office building off St. Michael St.

Fla., Hialeah—Gould Tire and Rubber Co., reported, purchased building on Palm Ave., remodel and install machinery for modern tire and rubber plant, equipment ordered.

Fla., Jacksonville—Boatright's Garage, R. R. Boatright, 322-24 W. Adams St., reported, acquired adjacent property, remodel, double capacity and increasing space to 20,000 sq. ft., cost about \$10,000; install facilities for painting cars, all kinds metal work, etc.

Ga., Columbus—Davis-Peacock Motor Co., incorporated; Chas. H. Davis, 1213 4th Ave., J. V. L. Peacock, W. D. Malone.

Md., Baltimore—American Oil Co., American Bldg., may acquire property corner Mt. Royal and St. Paul St., and erect filling station.

Md., Baltimore—C. Hoffberger Co., erecting 2-story and basement, 100x80-ft. garage and warehouse, 704 Forrest Ave., steel and brick, composition roof, steam heat; cost \$20,000; construction and plans by owner.

Mo., Mexico—Hansen Smith, 815 Central St., Kansas City, reported, will erect garage on site of New Grand Theater, recently burned.

Mo., St. Joseph—Lehr Construction Co., 1712 Frederick St., has contract to remodel theater building for storage garage for Lyceum Garage Co., Fifth and Jule St., cost \$45,000; Eugene R. Meier, Archt., Lincoln Bldg. 9-8

Mo., St. Louis—Star Square Auto Supply Co., 1189 Locust St., Albert A. Sacks, Pres., reported, plans erecting 4-story and basement, storage and distributing plant, 40x135 ft.; total cost about \$85,000; Leo Abrahams, Archt., Chemical Bldg.

Mo., St. Louis—Ferdinand Grimm, reported, erecting \$56,000 apartment and 50-car garage building corner Thirteenth and Shenandoah St., for William Berberich; F. G. Avis, Archt., 2034 McCausld St.

Miss., Laurel—Busby-Jones Chevrolet Co., Central Ave., capital \$30,000, incorporated; Percy, B. L. Jones, Uilmer L. Busby, Mrs. N. D. Busby.

Okla., Oklahoma City—Oklahoma City Service Co., 628 West Second St., capital \$50,000, incorporated; W. W. Stanmire, F. S. Leland, 1710 W. 7th St.; James O'Meara.

Okla., Tulsa—Clear-View Gasoline Co., capital \$100,000, incorporated; Chester A. Shepard, Portland, Ore.; A. P. Wright, Petroleum Bldg.; Forrest E. Gilmore, Wright Bldg., Tulsa.

Okla., Sapulpa—Marlin Refining Co., erect \$75,000 distribution and filling station.

S. C., Spartanburg—Parrish Auto Supply Co., 177 N. Church St., J. Allen Parrish, establish automobile supply business.

S. C., Woodruff—Eskew Chevrolet Co., capital \$10,000, incorporated; P. D. Heffner, R. B. Lentz, W. T. Eskew.

Tenn., Chattanooga—W. E. Brock, Pres., Century Co., 1111 Chestnut St., reported, plans erecting two garages on Broad St. extended, cost about \$100,000 each. 4-14

Tenn., Chattanooga—Provident Life and Accident Insurance Co., R. J. Maclellan, Pres., reported, probably erect garage in rear of building.

Tenn., Memphis—V. V. Rittelmeyer, 625 Trezevant St., has permit for \$40,000 service station at 1130 Union St., for Roth Tire Co.

Tenn., Nashville—Standard Oil Co., 1124 Harrison St., has permit for \$25,000 office building and filling station, Twelfth and Clinton St.; Boone Construction Co., Contrs.

Tex., Amarillo—Addison & Gunn, Seventh and Tyler Sts., reported, erect drive-in filling station at Seventh and Harrison Sts.

Tex., Edinburg—P. P. Ewing has contract for \$32,000 automobile sales building on E. Harriman Blvd., 1-story, 71x134-ft., hollow tile, brick and reinforced concrete, plate glass front, concrete floor, to be occupied by Edinburg Motor Co.

Tex., Fort Worth—Northern Texas Traction Co., Pine and Pacific St., will erect \$22,000 garage and machine shop, 1-story, 92x65-ft., brick, reinforced concrete and steel, concrete floor, and 32x163-ft. steel frame, corrugated siding; install pumps, air compressor, jacks, etc.; furnished by Bowser & Co., 1815 Market St., and Fry-Marvel Co., Santa Fe Bldg., both Dallas. 9-15

Tex., Houston—Torpey & Bamberg have contract for lathing and plastering building of Shelor Motor Co.; Hedrick & Gottlieb, Inc., Archts., 2008 Post Dispatch Bldg. 9-15

Tex., San Antonio—W. L. Holder, 3009 Overbrook Ave., Dallas, let contract to J. E. Dickey, 216 Eleanor St., at \$27,117 for garage on Solidad St., 2-story, 100x200-ft. reinforced concrete, brick and hollow tile, gyp block and concrete floors; gravel roof; plumbing to West & Gutzelt, 425 Main St.;

electric work to Martin Wright Electric Co., 308 E. Houston St. 9-8

Tex., San Antonio—Joe J. Nix, Gunter Bldg., reported, plans erecting 18 story automobile hotel; use seven floors for automobile parking and remaining floors apartments for transient and permanent guests; series of ramps will serve the seven floors for automobile space and passenger elevators serve the apartments; install complete service and repair department in basement. Joe Nix advises: No details available; announcement premature.

Va., Norfolk—Virginia Electric and Power Co., 200 Plume St., let contract to Nichols & Lindemann, at \$19,576 to remodel building on Cove St., for combined garage and store house, all partitions reinforced concrete; work under way; install steel filing cabinets; total cost about \$30,000. 9-8

Va., Virginia Beach—Seaside Service Station, capital \$10,000, chartered; J. W. Pritchard, Virginia Beach; Robert Lathan, C. M. Bain, 1116 Westover Ave., both Norfolk.

Railway Shops and Terminals

Mo., St. Louis—Missouri Pacific R. Co., E. A. Hadley, Ch. Engr., Railway Exchange Bldg., reported, let contract to Roberts & Schaeffer Co., 400 N. Michigan Ave., Chicago, Ill., for construction two 2-track N. & W. type cinder handling plants at Ewing Ave. shops. 9-1

Okla., Tulsa—See Miscellaneous Construction.

Va., Little Creek—The Pennsylvania R. R., W. D. Wiggins, Ch. Engr., Pittsburgh, Pa., let contract to Arundel Corp., Pier 2, Pratt St., Baltimore, Md., for construction bulkheads, ferry racks, float bridge foundation, masonry work for two bridges, etc., cost about \$300,000.

Roads, Streets and Paving

In connection with LAND DEVELOPMENT large sums are expended for roads, streets, paving and sidewalks. Details will be found under that classification.

Proposed Construction

Ala., Bay Minette—State Highway Comm., Woolsey Finnell, Director, Montgomery, plans letting contract in Oct. or Nov. to rebuild old Spanish Trail from new Styx River bridge via Robertsedale, Baldwin County; W. A. McCalla, State Highway Engr.

Ala., Birmingham—City Comm., Eunice Hewes, Clk., plans expending \$217,820 to pave 12 streets, including Graymont Ave., Ave. Q.; A. J. Hawkins, City Engr.

Ala., Birmingham—City, Eunice Hewes, Clk., plans paving Third Ave. thoroughfare, from Sixth to heart of Central Park; A. J. Hawkins, City Engr.

Ala., Cliftonville—City plans grading and graveling Main St. and laying storm sewers; cost \$7500. Address City Clk. See Financial News—Bond Issues Proposed.

Ala., Selma—City plans paving King St. Address City Clk.

Arkansas—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, receives bids Sept. 29 for 6 roads and bridge: Hot Springs County—12.5 mi. grading and structures, State Highway No. 6, Hot Springs—Malvern road, 190,323 cu. yd. excavation, 69,904 lb. reinforcing steel; Pike County—8.8 mi. grading and structures, State Highway No. 70, Glenwood—Kirby road, 87,269 cu. yd. excavation, 73,258 lb. reinforcing steel; Clay County—1 mi. grading, structures, grave surfacing, Highway No. 39, in Greenway, 7,924 cu. yd. excavation; Nevada County—6.4 mi. gravel surfacing Highway No. 19, Prescott-Roastown road, 116,229 cu. yd. excavation; Drew County—15.4 lin. ft. treated timber bridge, State Highway No. 4, Tillar-Montivello road; Garland County—17.2 mi. grading and structures, State Highway No. 70, Hot Springs-Glenwood road, 190,587 cu. yd. excavation and borrow, 142,904 lb. reinforcing steel; Faulkner County—4.5 mi. grading, structures, gravel surfacing, Highway No. 64, Conway-Gleason road, 12,332 cu. yd. excavation and borrow; plans on file.

Arkansas—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, plans 25 roads: Jackson County—10 mi. gravel, Highway No. 67, Newport-southwest, \$50,000; 10 mi. gravel, Highway No. 14, Newport, east, \$50,000; 20 mi. grading and drainage structures, Highway No. 17, Newport, south, \$65,000; bridge across Cache River, State Road No. 18, \$20,000; Independence County—16

mi. grading and drainage structures, State Road No. 11, Batesville, south, \$175,000; 11 mi. gravel, Road No. 25, Batesville, south-west, \$55,000; 10 mi. gravel, Road No. 14, Batesville, east, \$50,000; 12 mi. grading and drainage structures, Road No. 14, Batesville, west, \$108,000; Clay County—23½ mi. grading and structures, Road No. 34, Corning-Piggott, \$125,000; 12 mi. grading and structures, Highway No. 67, Corning, west, \$75,000; 1½ mi. grading, structures and gravel, Highway No. 39, Rector-Piggott, \$7,500; 14 mi. grading and structures, Highway No. 1, Corning, south, \$70,000; 13 mi. grading, structures, gravel, Highway No. 90, Holly Island to Junction with No. 39, \$52,000; 8 mi. grading and structures, Highway No. 34, Corning, west and south, \$40,000; Craighead County—3 mi. grading and gravel, Highway No. 16, Monette, east, \$25,000; 12 mi. grading, structures, gravel surface, Highway No. 1, Jonesboro, north, \$80,000; 11 mi. grading, structures, gravel surface, Highway No. 1, Jonesboro, south, \$72,000; 8½ mi. grading and structures, Highway No. 18, Cache, south-west, \$35,000; 10 mi. grading, structures, gravel surface, Highway No. 18, Lake City-Monette, \$55,000; Greene County—6 mi. Highway No. 39, Marmaduke, northeast, \$40,000; 15 mi. Highway No. 1, Paragould, north, \$75,000; 8 mi. Highway No. 25, Paragould, west, \$60,000; Highway No. 39, Paragould, northeast; 1 mi. Highway No. 25, \$50,000; 8 mi. Highway No. 34, across northwest section of county, \$40,000.

Ark., Arkadelphia—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, plans graveling 8 mi. State road from Arkadelphia to Amity.

Ark., Arkadelphia—Clark County plans graveling 8 mi. State Highway No. 67, between Okolona and bridge across Little Missouri. Address County Commrs.

Ark., Jonesboro—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, plans expending \$500,000 to improve 5 roads and bridge in Craighead County: Complete road from Cash to Pitts; gravel State Highway No. 1, Paragould to Wynne; survey and locate highway between Jonesboro and Brinkley; concrete surface road from Nettleton to Trumann, Nettleton to Lake City; repair bridge over St. Francis River at Lake City; repair pavement Jonesboro-Nettleton Road.

Ark., Prescott—City considering curbing, guttering and paving 17 blocks in resident section. Address City Clk.

Fla., Crestview—Okaloosa County Comm., tendered \$450,000 to State Road Dept., Tallahassee, for county's part of Gulf Coast Scenic Highway, extension of State Road No. 33, Crestview to Niceville, and State Road No. 41, Milligan to Alabama State line via Baker.

Fla., Dania—City plans sidewalks; 50-ft. boulevard from northern to southern city limits; widen boulevard to 40 ft. Address City Clk. See Financial News—Bond Issues Proposed.

Fla., Tampa—City Comm., W. Lesley Brown, Mgr., and Hillsborough County Commrs., W. A. Dickerson, Clk., receive bids Sept. 23 for short street on west side of Atlantic Coast Line R. R. at intersection of Waltrous and Howard Aves., connecting Howard St. with street through Suburb Beautiful; A. B. Pimm, County Engr.

Ga., Commerce—City plans street paving. Address City Clk. See Financial News—Bond Issues Proposed.

Ga., Thomasville—City Council receives bids Sept. 27 for about 6.5 mi. street paving. Address City Clk. 8-18

Ga., Brunswick—E. V. Camp and Associates, Atlanta, Ga., have contracted to do all necessary engineering and assessment work incidental to bond program planned for street paving, etc. See Financial News—Bond Issues Proposed. 9-15

Ga., Commerce—City plans street paving. Address City Clk. See Financial News—Bond Issues Proposed.

Ga., Waynesboro—Burke County Commrs. plan receiving bids to grade road from Waynesboro to Sardis, being link of Savannah-Waynesboro-Augusta Road.

Ky., Bowling Green—Warren County, W. B. Gardner, County Judge, plans expending \$20,000 toward 7 mi. 14-ft. gravel, 3-ft. shoulders on each side, Richardsville pike, from Underwood Bridge on Barren River.

Ky., Covington—Town, W. M. Poole, Mayor, plans about 2 mi. Finley method paving, including Jahneke and Rutland Ave.

Ky., Greenup—Greenup County Fiscal Court appropriated \$10,000 toward building hard-surfaced road from Ashland-Greenup Highway to east limits of Flatwoods; receives bids soon. Address County Commrs.

Ky., Middlesboro—City, Henry Giles, Commissioner of Public Works, receives bids Sept.

27 to grade, construct drainage structures, pave with reinforced concrete, bituminous macadam, penetration type, on napped stone base, rock asphalt on concrete base, or traffic bound macadam, Noetown Road, from Thirty-fifth St. to city limits; plans from City Clk. or City Engr.; Ray Moss, Mayor. 9-15

Louisiana—Louisiana Highway Comm., F. T. Payne, Chmn., Baton Rouge, receives bids Oct. 11 to furnish gravel and build 2 roads. Winn Parish—7.23 mi. Winn Parish-Atlanta-Montgomery Highway, from end of gravel road, Atlanta, to parish gravel road at Wheeling; Grant Parish-Atlanta-Montgomery Highway, 3.215 mi., from parish gravel road at Winn, Grant Parish line, to intersection with Jefferson Highway, north of Montgomery; plans on file; Nicholls W. Bowden, State Highway Engr.

Louisiana—Louisiana Highway Comm., Frank T. Payne, Chmn., Baton Rouge, received low bids for 2 roads: Natchitoches Parish—6.19 mi. Robeline-Cypress Road, J. F. Salter, Cypress, \$39,701 Sabine Parish—1.639 mi. Many-Zwollen-Converse-De Soto Parish line highway, Dr. F. P. Jones, Leesville, \$20,086. 8-11 and 18

La., Amite—Tangipahoa Parish Police Jury plans building and maintaining public roads and highways in Dist. No. 1; cost \$70,000. See Financial News—Bonds Proposed. 9-1

La., Bastrop—Morehouse Parish Police Jury plans graveling roads in Road Dist. No. 1, cost \$300,000; Lester White, Parish Engr. See Financial News—Bond Issues Proposed.

La., Jennings—Comm. Council, A. F. Derouen, Mayor, plans concrete paving on Cary Ave., from postoffice to railroad, then on Railroad Ave. to Southern Pacific freight depot; Southern Pacific will pave 120 ft. on its right of way.

La., Morgan City—Louisiana Highway Commission, Frank T. Payne, Chmn., Baton Rouge, plans paving section of old Spanish Trail on shell base, through city; Nicholls W. Bowden, State Highway Engr.

La., Oakdale—Town, E. L. Eldred, Mayor, plans paving Sixth Ave. and portion of Tenth St., in business section, and graveling other streets. See Financial News—Bond Issues Proposed.

La., Oakdale—City plans street paving improvements; Henry A. Mentz, Const. Engr. See Financial News—Bond Issues Proposed.

La., Vinton—Louisiana Highway Comm., Frank T. Payne, Chmn., Baton Rouge, lets contract Oct. 6 to hard surface Vinton-Orange dump, approaching Sabine River on Louisiana side; Nichols W. Bowden, State Highway Engr.

Maryland—State Roads Comm., Baltimore, receives bids Sept. 27 for 3 roads: Frederick County—1 mi. concrete along Liberty Road, Unionville toward Carroll County line, Cont. F-85; Montgomery County—1 mi. concrete along Carroll Ave., from D. C. line to Flower Ave., Cont. M-93; Cecil County—1 mi. concrete, Earleville toward Pearce Neck, Cont. Ce-59; plans on file; John N. Mackall, Chmn.; L. H. Steuart, Sec.

Md., Baltimore—Board of Estimates approved plans for expenditure of \$13,500, to grade Monument St., Eleventh to Philadelphia Road, bids opened September 28; also for expenditure of \$44,400 to pave with cement concrete sections of 10 streets, including Bethel, Buchanan, Willax; City plans improving Hillen Road; Stuart Purcell, Highways Engr.; B. L. Crozier, Ch. Engr.; Wm. F. Broening, Mayor.

Md., Baltimore—Board of Awards receives bids Sept. 28 for 27,000 cu. yd. grading of streets in Cont. 436; grade, curb and pave with 18,130 sq. yd. cement concrete Cont. No. 437; plans on file; Nathan L. Smith, Acting Highways Engr.; B. L. Crozier, Ch. Engr.; Wm. F. Broening, Mayor.

Md., Cumberland—City receives bids Sept. 26 for about 1070 sq. yd. concrete paving, etc., on Sedgewick St.; plans from Ralph L. Rizer, City Engr.

Md., Frederick—Frederick County Commrs. plan 2¼ oil-bound macadam road, from Pennsylvania R. R. station at Walkersville to intersect Emmitsburg Highway, north of Harmony Grove.

Md., Rockville—Montgomery County Commrs. approved plans for street improvements in Martin's Additions, 1, 2, 3 and 4, to Chevy Chase.

Md., Salisbury—City, L. Thomas Parker, Mayor, plans ½ mi. 50-ft. Camden Blvd. as southern approach to city; also plans eastern approach, from Truitt's Road to new city line, on Salisbury-Ocean City State Highway; F. H. Dryden, City Engr.

Miss., Blue Mountain—City, Mayor and Board of Aldermen plan graveling principal

streets. See Financial News—Bond Issues Proposed.

Miss., Grenada—State Highway Dept., receives bids Sept. 30 to grade 8½ mi. Grenada-Oxford Road; H. C. Dietzer, State Highway Engr.

Miss., Laurel—City, G. L. Lightsey, Clk., and Jones County Board of Supvrs. plan paving Fifth Ave. from Tenth to Twentieth St.

Miss., McComb—City, Geo. H. Walbrecher, Mayor, and Pike County Commrs. plan paving western approach to viaduct over tracks and portion of shops of Illinois Central R. R. Co.

Miss., Meridian—Lauderdale County Board of Supvrs. plans 4 asphalt or concrete highways leading out from Meridian: Lauderdale road, to Kemper County line, north of Lauderdale; Jackson Highway, Kewanee and Toombs road, to Alabama line, east of Kewanee; Fifth Street road, to Newton County line, via Meehan; Enterprise road to Clarke County line, near Basic; \$1,600,000. See Financial News—Bond Issues Proposed. 8-15

Miss., Sardis—Panola County Board of Supvrs. receives bids Oct. 3 to gravel road from Askev to Beach Springs and 2 roads near Coleman Consolidated School; 1150 cu. yd. gravel; plans from J. A. Carter, Clk.

Miss., Tylertown—City plans expending \$50,000 to pave 2 streets; also plans storm drainage; Henry A. Mentz, Engr., Hammond.

Miss., Vicksburg—City, W. J. Hossley, Mayor, receives bids Oct. 3 to pave 7 streets, including Markham, Short, Second Sts.; plans from City Engr.

Missouri—State Highway Dept., Jefferson City, receives bids Sept. 28 for 13 roads and 5 bridges: Daviess County—2.030 mi. 9 and 18-ft. concrete, Gallatin-Jamesport road, 37,272 cu. yd. excavation, 17,437 sq. yd. pavement; bridge over C. R. I. and P. R. R., two 45-ft. and one 35-ft. deck girder; Linn County—4.840 mi. 18-ft. gravel Laclede-Brookfield; Clay County—2.093 mi. 18-ft. concrete, Kansas City-Liberty road, 6463 cu. yd. excavation, 21,835 sq. yd. pavement; Cole County—4.410 mi. 4-ft. graded earth, Jefferson City, west, 134,443 cu. yd. excavation; 45-ft. deck girder bridge over Park Creek; 50-ft. bridge over Michigan Street retaining wall; Morgan County—4.347, 3.585 and 2.406 mi. 30-ft. graded earth, Barnett-Versailles road, 82,485 cu. yd. excavation; Crawford County—1.245 mi. 30-ft. graded earth, Cherryville-Sligo, 24,255 cu. yd. excavation, 108,000 lb. structural steel, 11,349 sq. yd. pavement; bridges over creeks, 180-ft. truss, two 40-ft. I beams, single 8x8 box on rock; St. Louis County—1.117 mi. 18-ft. concrete, Springfield, east, 29,223 sq. yd. pavement; Greene County—2.767 mi., 3.939 mi. and 3.865 mi. 18-ft. concrete Springfield, east, 111,647 sq. yd. pavement; plans on file; T. H. Cutler, State Highway Engr.

Mo., Carthage—City plans resurfacing with asphalt shoulders on concrete pavement on Garrison Ave., Cedar to Macon. Address City Clk.

Mo., Jefferson City—Cole County Court will grade and improve Marion-Centertown road. Address County Commrs.

Mo., Jefferson City—City, C. B. Steer, Clk., receives bids Sept. 26 for 3125 cu. yd. excavation, 2007 sq. yd. cement concrete pavement, 2014 lin. ft. cement concrete curb and gutter; F. E. Ross, City Engr. 8-25

Mo., Kansas City—City, Matthew S. Murray, Director of Public Works, plans receiving bids to pave 4 streets: Troost Ave., 10-in. concrete or 8-in. concrete base, 3-in. brick top; Seventy-fourth, 8-in. concrete; Fifty-first St. and Monroe Ave., 8-in. concrete, 6-in. concrete curb.

Mo., Moberly—City, Mayor Rothwell, lets contract soon to gravel Burkholder St., Myra to Franklin; plans resurfacing West Rollins St. with vitrified brick, asphalt filler; paving Sturgeon St. with concrete or Portland cement; plans widening Johnson St., Coates to Rollins; Carl Haynes, City Engr.

Mo., Springfield—State Highway Dept., Jefferson City, plans receiving bids soon for 10¼ mi. concrete paving, U. S. Highway No. 66, through Greene County; H. P. Moberly, Div. Highway Engr.; T. H. Cutler, State Highway Engr.

N. C., Boone—Watauga County Highway Commrs. considering hard surfacing Highway No. 60.

N. C., Durham—City, C. B. Alston, Mayor, will pave Angier Ave., with concrete base, asphalt top, from Young St. to Driver Ave.; 5 blocks of Alabama Ave., 3 blocks on Club Blvd.

N. C., Lillington—State Highway Comm., Raleigh, receives bids Sept. 24 for 15 mi. grading and structures, from Erwin to Cardenas, Harnett County line; Lester Ames, Ch. Highway Engr.

N. C., Hickory—City, J. E. Elliott, Mayor,

plans street paving, cost \$350,000. See Financial News—Bond Issues Proposed.

N. C., Robbinsville—Graham County Comms., plan building roads: From Johnson's Gap, down Sweetwater Creek, to Robbinsville; complete sections of roads; top surface various county roads; cost \$100,000. See Financial News—Bond Issues Proposed.

Okla., Enid—City, F. E. Buckminster, Clk., receives bids Sept. 26 to pave streets in Street Improvement Dist. No. 166 with 7-in. Armocrete and armored concrete; plans on file.

Okla., Muskogee—Muskogee County Comms., W. H. Pitchett, County Clk., receives bids Sept. 28 to make sub-grade for gravel surfacing, and furnish, haul and spread gravel on 7 roads: Sec. A—800 cu. yd. gravel; Sec. B—720 cu. yd., National Cemetery road; Sec. C—2000 cu. yd. Smith Ferry and Goose Neck Bend roads; Sec. D—2850 cu. yd., Mill St. section line north of Muskogee; Sec. E—600 cu. yd., Spaulding Bridge road; Sec. F—500 cu. yd. Meadow Brook Golf road; Sec. G—2000 cu. yd. County road, sections "A-H" and "H" 9 Stebbins road; plans on file.

Okla., Tulsa—City receives bids Sept. 30 for about 55,000 sq. yd. paving: 2-in. asphaltic concrete on 3-in. concrete base, 2-in. asphaltic concrete over 2½-in. asphaltic binder on present lime rock base, and 7-in. plain concrete; Charles Schultz, City Engr.

Okla., Tulsa—City Comm. received low bid from Western Paving Co., Trades Natl. Bank Bldg., Oklahoma City, at \$46,498, for 5 blocks 2-in. Warrenite bitulithic surface on 6-in. concrete base of Fifteenth St.

S. C., Columbia—City, L. B. Owens, Mayor, considering 25 to 30 additional blocks street paving; \$140,000 available; Marvin Porter, City Engr. 9-15

Tenn., Memphis—City, C. C. Pashby, Clk., received low bid from Hogan Construction Co., Paving Exchange Bldg., at \$8603, to improve Watkins St., Overton Park Ave. to Cleveland.

Tenn., North Chattanooga, Chattanooga—City, W. S. Beck, Mayor, plans laying sidewalks in 25 Sidewalk Dist., cost \$125,000. See Financial News—Bond Issues Proposed.

Texas—State Highway Comm., R. S. Sterling, Chmn., Austin, receives bids Sept. 26 for 3 roads: Mitchell County—9.573 mi. grading and bridges, Highway No. 1, Howard County line to Westbrook; Washington County—6 mi. concrete, Highway No. 90, Brenham-Washington Road, east from Brenham; Hill County—3.91 mi. 4-in. waterbound macadam or broken stone base, 2½-in. bituminous macadam, Highway No. 6; estimated cost \$60,000; R. A. Thompson, State Highway Engr. 9-8

Texas—State Highway Comm., R. S. Sterling, Chmn., Austin, considering surface treating about 100 mi. gravel roads in Div. No. 7, including: Junction to Kerrville; Sutton County gravel roads; Fredericksburg to Brady; approximate cost \$1400 per mile; A. F. Moursund, Div. Supt.

Tex., Archer City—Archer County, H. V. Peareton, County Judge, plans 18 mi. grading and bridges, Highway No. 30, Baylor County line to Wichita County line; estimated cost \$122,705; Guy R. Johnston, Engr.

Tex., Austin—City, Adam R. Johnson, Mgr., plans paving 34 alleys, between Congress Ave. and Colorado, Congress and Brazos, San Jacinto and Trinity, etc.; estimated cost \$40,200; Orin E. Metcalfe, City Engr.

Tex., Austin—State Highway Comm., R. S. Sterling, Chmn., plans expending \$8,597,401 to maintain designated State highways during fiscal year from Sept. 1, 1927, including gravel topping, crushed rock or resurfacing with asphalt.

Tex., Austin—Travis County, Geo. S. Mathews, County Judge, received low bid from Dexter Construction Co., North Texas Bldg., Dallas, at \$6195, for 3.1 mi. single bituminous surface treatment, Pflugerville road, from intersection with Highway No. 2 to Gilliland Creek; at \$7945 for double bituminous surface treatment. 9-1

Tex., Brady—City plans street paving; cost \$75,000. Address City Clk. See Financial News—Bond Issues Proposed.

Tex., Brenham—State Highway Dept., R. S. Sterling, Chmn., Austin, allotted \$75,000 toward concrete Washington Highway, from Brenham to Old Washington, Washington County; county appropriated \$75,000; Sam D. W. Low, County Judge; G. A. Bracher, County Engr.

Tex., Brownsville—Cameron County, Oscar C. Dancy, Judge, plans 8 mi. grading and bridges, Highway No. 96, from Harlingen to Wilbarger County line; estimated cost \$80,000.

Tex., Coldsprings—San Jacinto County, Wm. McMurray, Judge, plans letting contract

in 30 days for 7,598 mi. grading and bridges, Highway No. 35. Address D. K. Caldwell, County Engr. 9-8

Tex., Corpus Christi—Nueces County Commissioners plan 100 mi. concrete; Highways Nos. 58 and 59 extending through county; No. 60, north and south through center of county.

Tex., Corsicana—Navarro County, Road Dist. No. 2, plans system of roads in dist., to join road to be constructed in Road Dist. No. 1; cost \$135,000. See Financial News—Bond Issues Proposed.

Tex., Dallas—City, Arthur Reinhart, Street Commr., plans paving Tyler St., Seventh St. to Jefferson Ave.; Car Co. will pave 18-ft. strip in middle of street; total cost \$24,000.

Tex., Del Rio—Val Verde County, W. F. Littleton, County Judge, plans 5.68 mi. grading and bridges, Highway No. 3, Langtry to Shumla; estimated cost \$64,757.

Tex., Denton—City, R. W. McKenzie, Mayor, plans widening Cedar St. to 40 ft., from Oak to McKinney.

Tex., Edinburg—Hidalgo County plans forming road Districts to include Edinburg, Weslaco and Mercedes Territory, for road building. Address County Comms. See Financial News—Bond Issues Proposed.

Tex., Edna—Jackson County, John T. Vance, County Judge, plans hard surfacing Highway No. 12, through county, from Victoria to Wharton County line. See Financial News—Bond Issues Proposed. 8-1

Tex., Fort Davis—State Highway Comm., R. S. Sterling, Chmn., Austin, receives bids Sept. 26 for 40.86 mi. bituminous surface treatment, two course, Highway No. 1, Jeff Davis and Reeves Counties, from Jeff Davis-Culberson County line to point east of Toyah, and from Pecos River through Pecos to point west, 383,539 cu. yd.; R. A. Thompson, State Highway Engr.

Tex., Galveston—Galveston County, E. B. Holman, County Judge, plans surfacing Texas City cutoff road, with asphalt, improving Highway No. 58, between Houston and Galveston, through Alvin and Algon.

Tex., Hamilton—Hamilton County, P. M. Rice, County Judge, plans 18 mi. grading and gravel surfacing, Highway No. 108, Hamilton to Evant; estimated cost \$20,000.

Tex., Houston—City, J. C. McVea, City Engr., received low bid from A. M. Arnold & Co., 1622 Elder St., at \$98,832 for rock asphalt pavement on Navigation Blvd., from point west of H. B. & T. R. tracks to Wayside Drive, and on Wayside Drive to Sixty-ninth Street Bridge; San Jacinto Construction Co., 2203 Walker St., at \$138,891 for brick pavement. 9-1

Tex., Houston—City, J. C. McVea, City Engr., received low bid from A. M. Arnold, 803 Byrne St., at \$126,000, to gravel 57 streets.

Tex., Houston—Harris County, Norman Atkinson, Judge, plans 15 mi. 18-ft. concrete King of Trails Road, from Houston to Waller, H. C. Washburn, County Auditor.

Tex., Houston—Harris County, Norman Atkinson, County Judge, receives bids Oct. 10 for grading and sub-base on Market Street road, from San Jacinto River to Goose Creek; H. C. Washburn, County Auditor. 9-15

Tex., Houston—Harris County, H. L. Washburn, County Auditor, plans laying crushed rock on Hardy Street Road; Norman Atkinson, County Judge.

Tex., Houston—City, J. C. McVea, Engr., received low bid from A. M. Arnold & Co., 1022 Elder St., at \$126,000, to gravel 57 streets, including Burnett, Semmes, Mary, Davis.

Tex., Kountze—State Highway Comm., R. S. Sterling, Chmn., Austin, plans receiving bids for 1 mi. Highway No. 8 through Evadale Bottom, Hardin and Jasper Counties; R. A. Thompson, State Highway Engr.

Tex., Lagrange—Fayette County, Theo. Lueders, County Judge, plans 3.3 mi. 20-ft. gravel surface, Highway No. 72, from Schulenburg at intersection with Highway No. 3, to Lavaca County line; estimated cost \$43,000; R. E. Schiller, County Engr.

Tex., Laredo—City, Albert Martin, Mayor, plans grading, paving, widening and hard surfacing various streets, installing drains and storm sewers; cost \$100,000. See Financial News—Bond Issues Proposed. 8-25

Tex., Lefors—Gray County Comms., plan 22 mi. roads, extending in 6 directions from Pampa in Pampa Special Road Dist.: Along Southwest Trail; Berger Road; Fort Elliott Highway; Clarendon Road; Highway No. 33; cost \$400,000. See Financial News—Bond Issues Proposed. 8-25

Tex., Lyford—City plans street paving, including Square, highway from Main St. to Methodist Church. Address City Clk.

Tex., Madisonville—Madison County, W. V. Jones, Judge, plans 6.5 grading and bridges, Highway No. 21, from North Zulch to Navasota River, at Holly Bend; estimated cost \$60,000; S. S. Strahan, Engr.

Tex., Plainview—Hale County Comms., George L. Mayfield, County Judge, plan paving Highway No. 28, east to west, through Plainview with concrete or brick on concrete base.

Tex., Presidio—Presidio County, W. T. Davis, County Judge, plans improving 67 mi. Highway No. 118, Marfa to Presidio; estimated cost \$20,000.

Tex., Richmond—State Highway Comm., R. S. Sterling, Chmn., Austin, plans letting contract in about 6 weeks for 18 mi. each of Highways Nos. 12 and 3, Fort Bend County; R. A. Thompson, State Highway Engr.

Tex., Rusk—Cherokee County, Jacksonville Dist., plans paving 4 State and Federal roads; also lateral roads in Dist. Address County Comms. See Financial News—Bond Issues Proposed. 9-1

Tex., Sherman—Grayson County, R. M. Carter, County Judge, plans grading, bridges and concrete pavement on 3 roads: 12 mi. Highway No. 6, Sherman to State Line at Red River, estimated cost \$409,335; 12 mi. Highway No. 91, Denison to Red River at Preston's Bend, estimated cost \$388,800; 17 mi. Highway No. 6, Sherman to Collin County line, estimated cost \$550,800; J. G. Rollins, Engr.

Tex., Sweetwater—Nolan County Comms., plan road building, cost \$100,000. See Financial News—Bond Issues Proposed.

Tex., Victoria—Victoria County Comms., Court, P. B. Putney, County Judge, plan paving 2 highways; 70 mi. Highway No. 29; Highway No. 12. See Financial News—Bond Issues Proposed.

Tex., Waco—State Highway Comm., R. S. Sterling, Chmn., Austin, plans expending about \$35,000 to repair and resurface with gravel North Nineteenth Street road, of Meridian Highway; E. C. Woodward, Div. Highway Engr.

Tex., Wichita Falls—Wichita County considering expending \$10,000 to \$12,000 for 2% mi. road between Wichita Falls and Diversion Lake; J. M. Isbell, County Engr.

Virginia—State Highway Comm., H. G. Shirley, Chmn., Richmond, plans expending \$8,000,000 to improve main highways and \$1,250,000 for feeder roads this year.

Va., Pulaski—City plans 8000 lin. ft. concrete on 10 streets, including Pearce, Maple, Spruce, Jackson. Address The Mayor.

W. Va., Charleston—Kanawha County, Ct. received low bid from Albert Brothers Construction Co., Salem, Va., at \$74,366, for 5.27 mi. grading and draining Marmet-Chelyan Road.

W. Va., Clarksburg—Harrison County, Tennille Dist., plans building 8 roads: 27 mi. 14 ft. bituminous macadam Grass Run Road, from mouth of Grass Run, Marshville to church, \$75,000; 14-ft. bituminous macadam, Indian Run Road, from Marshville Road to concrete bridge over Temple Creek, \$7100; 1 mi. 16-ft. concrete, Flinderation Road, from point on Northwestern Turnpike to concrete bridge over Flinderation Run, \$32,000; .67 mi. 16-ft. concrete, from North-western Turnpike to forks of road, \$23,500; .40 mi. 14-ft. bituminous macadam, Cherry Camp Road, up Cherry Run to cemetery, \$9500; ½ mi. 14-ft. bituminous macadam Cherry Camp Road, up east fork of Cherry Camp Run, \$12,000; ½ mi. 14-ft. bituminous macadam, Raccoon Run Road, from Northwestern Turnpike, near mouth of Raccoon Run, \$12,000; .60 mi. 14-ft. bituminous macadam Sycamore and West Millford Turnpike, from point west of Wolf Summit, \$15,000. Address County Comms. See Financial News—Bond Issues Proposed.

W. Va., Fayetteville—City plans street paving. Address City Clk. See Financial News—Bond Issues Proposed.

W. Va., Moundsville—Marshall County Commissioners considering improving 2 roads: Pave road across Kentucky Heights, Benwood, connecting Benwood-Bellaire bridge with State Highway No. 2; improve Sherrard Road, Union Dist.

W. Va., Paden City—City plans street improvement, cost \$30,000. Address City Clk. See Financial News—Bond Issues Proposed.

W. Va., Romney—State Road Comm., Charleston, plans building State Route No. 54, from Romney to Cumberland, Md., via Springfield and Alaska; B. E. Gray, Div. Engr.

Contracts Awarded

Ala., Birmingham—City Comm., Eunice Hewes, Clk., let contract to Independent Paving Co., American Trust Bldg., at \$32,784, to

pave Powell Ave., Thirty-second to Thirty-fifth, Powell to Third Ave., south.

Ala., Montgomery—City Comm., Mayor Gunter, let contract to Hodgson & Jones, N. Perry St., Montgomery, and R. G. Lassiter & Co., Natl. Bank of Commerce, Norfolk, Va., for Novold sheet asphalt paving on various streets.

Arkansas—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, let contracts for 6 roads: Newport-Harrisburg, A. A. Davis, Kansas City, \$49,106; Warren-Monticello, L. T. Campbell, El Dorado, \$51,324; Fort Smith-Dardenella, M. E. Gillioz, Monett, Mo., \$68,238; Yellville-Marshall, Thurber Construction Co., Ft. Worth National Bank Bldg., Fort Worth, Tex., \$58,452; Harrison-Omaha, M. E. Gillioz, \$98,031; Mansfield-Waldron, Cook & Ransom, Ottawa, Kansas, \$38,108.

Fla., Daytona Beach—City, Walter A. Richards, Mgr., let contract to Southern Paving & Construction Co., Leesburg, Fla., at \$260,000 for about 3.50 mi. Warrenite bitulithic surface, rolled coquina rock base, on Main, Fifth St. and Second Ave.; also curbs, gutters, sewers and boulevard lights; C. N. Teaff, City Engr. 9-1

Fla., Lake City—Fulham & Taylor have contract at \$1100 per mile to grade road between Branford and Lake City, Columbia County.

Fla., Sanford—Seminole County Comms., V. E. Douglas, Clk., let contract to C. A. Steed & Sons, J. H. Pryor Co., Haines City; Broadbent, Manley Co., Ocala; C. J. Dawkins Co., Jacksonville, for 26 mi. road: 107,000 cu. yd. grading, 200,000 sq. yd. paving with drainage structures, including 400-ft. trestle bridge; estimated cost \$400,000; Fred T. Williams, Engr. 8-11

Fla., Tampa—City Comm., W. Lesley Brown, Mgr., let contract to Cone Bros. Construction Co., Caesar and Walton Sts., to pave extension of Tampa St. with asphalt block, 6-in. shell base, from Whiting to Krause.

Ga., Brunswick—Glynn County Comms., let contract to Wm. P. McDonald Construction Co., Marble Arcade Bldg., Lakeland, Fla., at \$178,000, for 12.98 mi. paved road on St. Simon's Island. 9-1

Ga., Jesup—Atlantic Bitulithic Co., Atlanta, has contract for second paving project.

Ky., Jamestown—State Highway Comm., Frankfort, let contract to surface 2 roads in Russell County: 5.5 mi. 16-ft. traffic-bound macadam Jamestown-Russell Springs road, Bernard-Antle Co., Jamestown, \$36,709; 7.876 mi. 16-ft. creek gravel, Russell Springs-Liberty road, Nernard-Antle Co., \$50,500. 8-18

Ky., Hickman—Fulton County, C. D. Nugent, County Judge, let contract to N. E. Stone & Co. to gravel 5 mi. Dresden road from Hickman to Poplar Grove.

La., Ferriday—City let contract to S. R. Gray for 2,500 yd. graveled streets; to W. P. Skains, Ferriday, for 8,000 ft. sidewalks.

La., Lake Charles—J. M. Sharver, Newton, Tex., has contract for 19 mi. gravel Evangeline Highway toward DeQuincy; Nicholls W. Bowden, State Highway Engr.

Maryland—State Roads Comm., Baltimore, let contract for 3 roads and 3 bridges: Allegany County—51 mi. cement base, kyrock surface, along Grant and Union Sts., Frostburg; 2 mi. concrete shoulders and resurfacing of macadam center along Legislative road between Midland and Lonaconing, 2 concrete bridges over Georges Creek, south of Midland; concrete bridge over Georges Creek at Lonaconing; S. T. Brotmarkle, Cumberland, \$115,021; Garrett County—2.15 mi. concrete, between Friendsville and Pennsylvania line, Tri-State Engineering Co., Cumberland. 8-25

Miss., Jackson—City Comm., let contract to Dunn Construction Co., Chamber of Commerce Bldg., Birmingham, Ala., at \$32,519 for 1-2-4 concrete, 6-in. base, with 2-in. asphaltic concrete top, on North St., Merrill Construction Co., 309 Lamar Bldg., Jackson, at \$47,606, for other streets; Dunn Construction Co., for culvert at Hazel and Gillespie St.; W. S. Gordon, Waterworks Rd., Jackson, \$8,197, for sidewalks; A. O'Brien, City Engr. 9-1

Miss., Ripley—Tippah County Comms., Separate Road Dist. of Supvs. Dist. No. 1, let contract to Amory Sand & Gravel Co., Amory, to gravel 5.454 mi. Alcorn County line-Chalybeat-Walnut road; R. A. Jones, Commr. 8-25

Missouri—State Highway Dept., Jefferson City, let contracts for 19 roads and bridges: Cass County—1.210 mi. 18-ft. concrete, Route 71, E. C. Johnson, Carrolton; Jackson County—522 mi. 18-ft. concrete and 18-ft. gravel, Route No. 71, A. W. Mosley, Kansas City; Linn County—170 mi. 18-ft. concrete, Route 36, C. H. Atkinson Paving Co.,

Watertown, South Dakota; 381 mi. 18-ft. concrete, Route 36, Lynch-McDonald Co., Moberly, Mo.; Vernon County—4.083 mi., and 4.115 mi. 18-ft. chatts, Route 71, Kelly & Underwood, Granby, Mo.; Lawrence County—.903 mi. 18-ft. concrete, Route 16, DuBois & Co., Pittsburg, Kansas; Livingston County—2.644 mi. 9-ft. concrete, Route 65, C. H. Atkinson Paving Co.; St. Clair County—2.212 mi., and 3.479 mi. 18-ft. gravel, Route 13, Kelly & Underwood; Bollinger County—2.805 mi. 30-ft., graded earth, and 759 mi. 24-ft. graded earth, Route 51 and 51A, Carte-Harlin Construction Co., West Plains; Cape Girardeau County—4.062 mi. 30-ft. graded earth, Route 25, Carte-Harlin Construction Co.; St. Louis County—1.548 mi. 54-ft. graded earth, E. Johnston, St. Louis; tentative contracts: Barton County—4.069, and 4.039 mi. 18-ft. chatts, Route 71, Kelly & Underwood; Clinton County—3.189 and 2.324 mi. 30-ft. graded earth, Route 33, Mike Haase, St. Joseph; Jackson and Clay Counties—4.083-ft. bridge, D. Munro, Kansas City. 8-25

Mo., Moberly—City let contract to Lynch-McDonald Construction Co., Moberly, Mo., to re-surface Reed St., Fourth to Johnson St., vitrified brick, asphalt filler; Carl Haynes, City Engr. 9-1

Oklahoma—State Highway Comm., Oklahoma City, let contracts for 15 roads and 15 bridges: Lincoln County—14 mi. grading and structures, Meeker west to County line, Maney & Albert, Empire Bldg., Oklahoma City, \$60,029; 16 mi. grading and structures, Chandler to County line, Standard Paving Co., 1742 E. Sixth St., Tulsa, \$47,404; Payne County—20.714 mi. grading and structures, Sec. B, Blackburn & Ruby, \$17,896; Sec. C, at \$27,832; Sec. D, \$45,857; Sec. G, Tom Collins, Cushing, \$23,658; Grady County—5.87 mi., Dan Sweeny, 614 W. 11th St., Oklahoma City, \$33,956; Pawnee County—6.81 mi., Carl McCoy, Perry, \$48,069; Pawnee County—10.35 mi., M. A. Swatek & Co., Security Bldg., \$68,964; Love County—bridge, F. A. Watson, \$33,452.

In Stephens County—7.469 mi. concrete, Reynolds & Sutton, Tyler, Tex., \$177,186; Seminole County—11.76 mi. grading and structures, Maney & Albert, \$99,252; Pushmataha County—bridge, D. S. Miser, Rosedale; Adair County—12.19 mi., E. S. Gray, 702 E. S. Blvd., Muskogee, \$67,635; bridge, Pioneer Construction Co., 270 Glover Bldg., Kansas City, Mo., \$86,099; Comanche County—10.05 mi., Witt & Bolton, Grandfield, \$34,807; Grady County—bridges, Williams & Frost, Hydro, \$52,234; Garfield County—3.96 mi. concrete, Hyde Construction Co., Enid, \$88,879; Noble County—5.012 mi. grading and structures, Carl McCoy, Perry, \$37,968; Cleveland County—bridge over Canadian River, Williams & Frost, \$54,495.

In Major County—bridge, Leo Sanders, 209 W. 23rd St., Oklahoma City, \$30,479; Cotton County—bridge, Joe Biggs, Clinton, \$49,927; Cotton County—bridges, George Kerr, Clinton, \$10,238; Coal County—bridges, J. W. Williams, 425½ W. Main St., Oklahoma City, \$34,568; 9.31 mi., John T. Ables, Oklahoma City, \$37,448; Noble County—bridges, Gaines, Yoakum & Mackey, 519½ W. Main St., Oklahoma City, \$53,358; Pawnee County—bridges, Gaines, Yoakum & Mackey, \$53,970; Payne County—bridges, Tom Collins, 1219 W. 20th St., Cushing, \$42,138; Seminole County—overhead bridges, Gaines, Yoakum & Mackey, 519½ W. Main St., \$49,769; bridge, Gaines, Yoakum & Mackey, \$54,704; Johnston County—bridge, Southwest Construction Co., Ardmore, \$11,490; Pawnee County—bridges, Pioneer Construction Co., \$24,098. 9-1

Okla., Enid—City Comms., F. E. Buckminster, Clk., let contracts to Earl W. Baker Construction Co., 408 Medical Arts Bldg., Oklahoma City, at \$17,806, to pave South Hayes St., Main to Market.

S. C., Charleston—Charleston County Sanitary and Drainage Comm., let contract to Richardson Construction Co., Broad St., at \$12,379, for 4.7 mi. Caw Caw Swamp Road, 28,816 cu. yd. excavation; also 5 timber bridges, 11-ft. spans. 8-11

Texas—State Highway Comm., R. S. Sterling, Chmn., Austin, let contracts for 7 roads and bridge approach: Galveston and Harris Counties—6.4 mi. grading, draining and concrete, Highway No. 6, Mueller & Roberts, Hitchcock, \$248,711; Wichita County—grading and building gravel approach to Burk Burnett Bridge, Highway No. 20, Tidwell Brothers, Wichita Falls, \$59,721; Montgomery County—6 mi. grading and drainage structures, Highway No. 19, Tibbetts Construction Co., Joseph Bldg., Fort Worth, \$20,775; Sullivan & Davis, Granger, \$23,912, for culverts and bridges; Carson County—14 mi. grading and drainage structures, Highway No. 53, C. H. McEllan, Wichita Falls, \$37,440; Webb County—12.4 mi. grading and drainage structures, Highway No. 12-A, H. B. Zahery, Laredo, \$34,815; Wharton County—10 mi. grading and drainage structures, Highway No.

12, Tibbetts Construction Co., \$62,058; Baylor County—13 mi. bituminous macadam, Highway No. 30, H. K. McCollum, Ft. Worth Nat. Bank Bldg., Fort Worth, \$102,018; De Witt County—15 mi. grading and small drainage structures, Highway No. 81, G. E. Brown & Co., Luling, \$45,133; Walsh, Burney & Moore, 928 N. Flores St., San Antonio, \$77,235, for large drainage structures, both subject to approval of plans by Federal aid. 9-1

Texas—State Highway Comm., R. S. Sterling, Chmn., Austin, let contracts for hard surface maintenance on 19 roads, totalling about 225 mi.: To J. E. Ward Co., Linz Bldg., Dallas, 2.61 mi. Highway No. 1 between Sulphur River and Commerce; 16.5 mi. Highway No. 34, from point south of Greenville to Kaufman County line, \$27,983; Cooke County—11.55 mi. Highway No. 40, point south of Gainesville to Denton County line, \$20,124; Comanche County—17.43 mi. Highway No. 67, Eastland County line to Erath County line, \$27,650; Rusk County—12.5 mi. Highway No. 64, Smith County line to Henderson, \$23,639.

In Upshur County—10 mi. Highway No. 65, from south to north of Gilmer, \$15,206; Wood County—5 mi. Highway No. 15, Smith County line to Mineola, \$7556; Polk County—42.31 mi. Highway No. 35, San Jacinto County line through Livingston to Nacogdoches County line; to Hayden & Austin, Houston; Dickens County—3.97 mi. Highway No. 16 and 13.23 mi. Highway No. 53, from point north of Dickens to point south and west of Dickens, \$2,252; Williamson County—8 mi. Highway No. 2-B, from west of Hutto and from Granger south, \$15,738; Milam County—7.2 mi. Highway No. 36, Cameron west, \$13,230; to Dexter Construction Co., Dallas; Hall County—5 mi. Highway No. 18, Eatelline to Culvert, \$11,518.

In Caldwell County—7 mi. Highway No. 29, south and north of Lockhart, \$11,302; to Cook & Turner, Marshall; Runnels County—13.6 mi. Highway No. 30, from point north of Ballinger to Taylor County line, \$26,357; to Gilliam, Greene and Measles, Del Rio; Valverde County—11.69 mi. Highway No. 3, Del Rio to Kinney County line, \$21,403; to Brown & Root, Georgetown; Robertson County—9.7 mi. Highway No. 43, Hearne toward Franklin; American Asphalt Co., Dallas; Potter County—4.4 mi. Highway No. 6, Amarillo to Amarillo Creek, Amarillo to Carson County line; Lone Star Construction Co., Alamo Bank Bldg., San Antonio; Dimmitt and Frio Counties, 4.12 mi. Highway No. 85, from Carrizo Springs to Dilley; Uvalde Co., City Nat. Bank Bldg., San Antonio; Hidalgo County—16.2 mi. Highway No. 12, Edinburg to Brooks County line, \$30,235. 8-25

Tex., Brownsville—Cameron County, Oscar B. Dancy, County Judge, let contract to Dodds & Wedegartner, San Benito, for 2 concrete roads: 6.5 mi. Highway No. A-7, from State Highway No. 12, Barreda to Paredes road, east side of Los Fresnos tract; 10.6 mi. State Highway No. A-6, from Brownsville to Highway No. 100. 8-25

Tex., Denton—City Comm., let contract to F. B. Hodges at 67 cents per lin. ft. for curb and gutter, 17 cents per sq. ft. for walks, 22½ cents per sq. ft. to pave driveway, 23 cents per sq. ft. for extra heavy reinforcing on driveway.

Tex., Fort Worth—City, O. E. Carr, Mgr., let contracts at \$57,605, to pave 5 streets, including Norma Ave., Orange St.; General Construction Co., 403 Cotton Exchange Bldg.; West Texas Construction Co., 504 Cotton Exchange Bldg.; Colglazier, Hoff & Everett, 922 Austin St., San Antonio.

Tex., Houston—J. C. McVea, City Engr., let contract to Uvalde Rock Asphalt Co., Frost Nat. Bank Bldg., San Antonio, at \$15,000, to pave St. Bernard St., Polk to Calhoun road; San Jacinto Construction Co., 2203 Walker St., at \$121,103, to pave Gray, from Live Oak to Valentine; at \$14,272, to pave Wheeler St., from Alameda to Chartres; A. M. Arnold Co., 1622 Elder St., at \$56,756, to pave Clinton road, from Kress to point east of Harris, with asphalt; Wilhite Construction Co., at \$81,576, for brick.

Tex., Kaufman—Kaufman County Comms., Court let contract to Smith Bros., Sante Fe Bldg., Dallas, for 6 mi. dirt work and gravel haul, for Kemp-Peel Town road; Austin Bridge Co., 1813 Clarence St., Dallas, for bridge work.

Tex., Laredo—Henry B. Zachary has contract to hard surface 45 mi. in Webb County from Laredo to Duval County line; cost \$1,000,000.

Tex., Orange—Uvalde Rock Asphalt Co., First Natl. Bank Bldg., San Antonio, has contract to pave roadbed on Front St., between Second and Fourth.

Tex., Spearman—W. C. Smith, Tyrone, Okla., has contract for 16 blocks of pavement.

Tex., Sweetwater—State Highway Comm.,

R. S. Sterling, Chmn., Austin, let contract to Julian C. Fields, Denison, at \$376,186, for 15.3 mi. concrete, Highway No. 1, Nolan County, Sweetwater to Taylor County line. 9-1

Va., Hampton—Elizabeth City County Board of Supvrs. let contract to J. M. Walker, Hampton, for 4 mi. sand and gravel, Sawyers Swamp road, between Aberdeen road and Nettles lane.

W. Va., Parkersburg—City let contract to D. A. Criss & Son to pave Seventeenth St., Plum to Liberty St. Address City Clk.

Sewer Construction

Sewer construction in LAND DEVELOPMENT projects involves the expenditure of large sums of money. Under that classification details of these improvements are reported.

Ala., Birmingham—A. H. Dimijian, Woodward Bldg., reported, has contract for storm sewers to drain inside area of Legion Field.

Ala., Citronelle—See Roads, Streets, Paving.

Ark., Elaine—City, reported, plans septic tank and sewer system extension; Parmelee, Green & Newman, Engrs., Helena.

Ark., Hot Springs—Oakland National Park Sewer Imp. Dist., reported, receives bids latter part of Sept. on sewers, disposal plant of Imhoff tank and sludge bed; H. S. Moreland, Engr., 625 Central Ave.

Fla., Miami—City Comsn. authorized bids for 20 storm sewer wells at street intersection.

Fla., Tampa—City receives bids Sept. 27 for storm sewers. See Want Section—Bids Asked.

Ga., Acworth—See Water Works.

Ga., Brunswick—City will vote about Nov. 1 (postponed date) on \$50,000 sewer bonds; E. V. Camp and Associates, Engrs., Atlanta, Ga., have contracted to do all necessary engineering and assessment work incidental to bond program. 9-15

Ga., Dawson—City, reported, let contract to Hopper-Winston Construction Co. for installing main sewer and spur lines on Johnson and Pecan Sts.; C. H. Peddy for tap lines from water mains.

La., Bastrop—City Council, reported, authorized A. C. Volk, City Engr., to prepare plans and estimates for drainage system; may vote on bonds.

La., DeQuincy—City, reported, plans constructing sewer system. Address The Mayor.

La., New Orleans—See Water Works.

La., Oakdale—City plans voting on bonds for storm drainage and white way; Henry A. Mentz, Engr., Citizens National Bank Bldg., Hammond. See Financial News—Bond Issues Proposed.

La., Vinton—City will vote on sewer bonds; Henry A. Mentz, Engr., Citizens National Bank Bldg., Hammond.

Md., Baltimore—Board of Awards receives bids Sept. 28 for sanitary sewers. See Want Section—Bids Asked.

Mo., Poplar Bluff—City will probably receive bids in Oct. for storm water sewers in Dist. No. 1. Address The Mayor. 9-8

Mo., Springfield—City, receives bids Oct. 11, for disposal plant and outfall sewer. See Want Section—Bids Asked.

Mo., St. Joseph—W. B. Kelley, Bartlett Trust Bldg., reported, low bidder for sewer in district No. 172; E. F. Mignery, 1108 Bellevue St., for sewer in district No. 139; Hugh Devlin for sewer in District No. 30.

Mo., St. Louis—Board of Public Service receives bids Sept. 27 for sewer. See Want Section—Bids Asked.

Mo., DeSoto—City, Chas. A. Haskins, 822 Finance Bldg., Kansas City, reported, construct sanitary sewer system.

Mo., Moberly—Hepas Bros., Des Moines, Iowa, reported, low bidder at \$32,980 for sewage disposal plant. 8-25

Mo., Rolla—City, reported, let contract to Joseph O'Neill, Fort Leavenworth, Kan., for sewers, disposal and ejector stations. 7-28

N. C., Asheville—R. C. Stevens, 20 College St., has contract at \$63,385 for sewer line in Busbee sanitary district.

N. C., Bessemer City—Town, J. M. Torrence, Clk., authorized issuance of \$30,000 sewer extension bonds.

N. C., Greensboro—City receives bids Sept. 27 for 3 miles of sewer outfall lines; cost \$25,000.

Okla., Bristow—City, reported, plans vitrified clay sewers in Krummel addition; C. L. Wilson, Engr., Weatherford, Tex.

Okla., Picher—City, A. Holland, Clk., reported, plans sewer improvements. 9-1

Okla., Sapulpa—City has available about \$557,000 for sewer work; will probably let contracts this year for work; Charles Schultz, City Engr.

Tenn., Chattanooga—C. M. Owens, Lakeland, Fla., reported, has contract for sewers in Districts No. 1, 2, 3, and 5, cost \$124,247.

Tenn., Memphis—City, reported, let contract to F. S. Neely, Fidelity Bank Bldg., for rebuilding Huling St. sewer tunnel.

Tenn., Springfield—City, reported, plans \$100,000 sewer system. Address The Mayor.

Tex., Glen Rose—See Water Works.

Tex., Houston—City, J. C. McVea, City Engr., reported, expend \$80,000 for installation of sanitary sewers in Sunset Heights.

Tex., Houston—C. K. Horton, 2202 Clay St., reported, low bidder for storm sewers on Jackson St., from Holman to Elgin.

Tex., Houston—City, reported, construct storm sewers on Shepherd Drive, S. Boulevard, S. Reinerman, Portsmouth, Norfolk, Lexington and Danville Sts.; cost \$334,000; J. C. McVea, City Engr.

Tex., Laredo—City voted sewer bonds. See Financial News—Bond Issues Proposed.

Tex., Palestine—City, reported, closed tentative agreement with George M. Harrigan, Pres. of Palestine Sewer Co., for purchase of plant; may issue bonds.

Tex., Spearman—City will soon call for bids for sewerage system; \$50,000 available. Address The Mayor. 9-15

Tex., Troup—Chamber of Commerce, reported, interested in installing sewer system.

Va., Hopewell—City engaged J. B. McCrary Engineering Corp., Citizens and Southern Bank Bldg., of Atlanta, Ga., and Charlotte, N. C., to design sewer system for entire city. 9-8

W. Va., Huntington—W. F. Kahler, 101 Richmond St., reported low bidder at \$11,040 for sanitary sewer in Robey Hollow section, Fairfax Court, Woodland Drive and Washington Blvd.; T. E. Miller, 619 5th St., at \$9673 for sanitary sewer in Norway Ave., Gallagher, Ponce and Locusts St.; T. E. Miller, at \$8026 for West Huntington sanitary sewer. 9-1

Shipbuilding Plants

Fla., Fort Pierce—Backus & Son, reported, constructing plant at foot Indian River; install equipment to build high class yachts.

La., New Orleans—Todd Engineering Dry Dock & Repair Co., 960 Fulton St., reported, has low bid from C. A. D. Bayley & Co., Interstate Bank Bldg., at \$95,219 for main shop buildings and other structures on right bank of Mississippi River; A. M. Shaw, Engr., 1402 Pere Marquette Bldg. 9-1

Telephone Systems

Fla., St. Petersburg—Emil Nordstrom, Structural Engr., has plans for radio studio at municipal pier casino; soon open bids.

Ga., Thomaston—W. M. New, Washington, Ga., reported, acquired the Thomaston Telephone Co.'s plant; will improve system.

Mo., California—Consolidation of Farmers & Merchants Mutual Telephone Co. and California Telephone Co., reported; application filed.

N. C., Salisbury—Country Telephone Co. chartered; E. A. Miller, J. A. Barnhardt, H. R. Harkey.

Tex., Amarillo—Standard Telephone Co. of Texas, capital \$100,000, incorporated; Paul C. Dodge, Wm. E. Vogelbach, R. C. Johnson, Amarillo Bldg.

Tex., Amarillo—Southwestern Bell Telephone Co., J. P. Patterson, Dist. Mgr., soon complete installation of dial telephone system in new exchange building, at Ninth and Tyler St. 9-30-26

Va., Richmond—C. Bascom Slemple interested in \$15,000 appropriation for maintenance of radio broadcasting station at Institute of Public Affairs, University of Virginia.

W. Va., Wheeling—Chesapeake & Potomac Telephone Co., 1501 Chapline St., reported, has permit for new unit, steel and concrete, cost about \$75,000; Ergstrom & Wynn, Contrs. 8-11

Textile Mills

Ala., Huntsville—Aycock Hosiery Mills, Geo. R. Cook, Supt., reported, install additional machinery.

Ala., Montgomery—West Boylston Mfg. Co.,

Easthampton, Mass., reported, let contract to Clayton Electrical Co., 5 Cone St., Atlanta, Ga., for electrical work for tire fabric mill under construction; Robert & Co., Inc., Engrs., Bona Allen Bldg., Atlanta, Ga. 6-23

Ga., McDonough—E. M. Copeland, V. P., Bank of Henry County, reported, establish knitting mill.

N. C., Hickory—Dalmatia Silk Co., Dalmatia, Pa., reported, establish plant; will sell \$100,000 worth of stock; present company will furnish \$100,000 in machinery and material and local stockholders furnish \$100,000; Chamber of Commerce interested.

N. C., Kinston—C. C. Hudson, Jefferson Standard Bldg., Greensboro, reported, acquired Kinston Cotton Mill.

N. C., Mount Airy—Argonne Hosiery Mills Co., capital \$25,000, incorporated; S. D. Arrowood, 417 River Drive; E. S. Gregory, 1192 Park Ave., both New York; T. L. Matlock, 2026 Elizabeth Ave., Winston-Salem.

N. C., Saxapahaw—Sellers Manufacturing Co., capital \$500,000, incorporated; J. H. Brooks, B. O. Sellers, Burlington; B. E. Jordan, Saxapahaw; manufacture yarns, etc.

N. C., Rocky Mount—R. L. Huffines, Richmond, Va., reported, announced Northern firm of sash cord and clothes line will establish a plant here.

N. C., Statesville—J. C. Bossong & Co., 88 Franklin St., New York, reported, acquired 5 acre site for silk mill; plans being drawn by Lockwood, Greene & Co., Charlotte; cost \$200,000 with equipment; Grier-Lowrance Construction Co., Statesville, will handle construction work.

N. C., Troy—Troy Cotton Mills, capital \$200,000, incorporated; J. L. Staten, E. P. Anderson, J. L. Staten, Jr.

S. C., Slater, P. O. Marietta—Slater Manufacturing Co., capital \$1,000,000, incorporated; H. Nelson Slater, John Foster Dulles, Geo. A. Hilton; has under construction cotton manufacturing and finishing plant. 8-18

S. C., Woodruff—Mills Mill, No. 2, Mills Ave., H. A. Ligon, Pres., Greenville, reported, let contract to Southern Industrial Painting Co., Charlotte, N. C., for painting \$750,000 addition to plant; Carter & Aldrich Co., 507 Broad St., Augusta, Ga., contract for electrical wiring and distribution system for new and old houses in mill village. 9-8

S. C., Greenville—H. S. Rivitz, Pres. Industrial Fiber Co., and S. C. Neiderhauser, reported, making survey in the South for proposed rayon mill.

S. C., Greenville—F. W. Poe Mfg. Co., Buncombe Road, reported, rebuild burned portion of warehouse No. 4.

Tenn., Bemberg (Mail Elizabethton)—American Bemberg Corp., 65 Madison Ave., New York, reported, let contract to Virginia Bridge & Iron Co., Roanoke, Va., for 950 tons of fabricated structural steel for "Bemberg Yarn" mill; Hughes-Foulkrod Co., Schaff Bldg., 15th and Race Sts., Philadelphia, Pa., has contract for filter plant; Roberts Filter Co., Darby, Pa., contract at \$48,000 for equipment filter-plant building; Carrier Air Conditioning Co., 490 Broadway, Buffalo, N. Y., at \$113,000 for air conditioning and refrigerating of entire plant (second unit). 8-25

Tex., Eureka—Houston Twine Mills, reported, rebuild burned portion of mill.

Va., Roanoke—Viscose Corp. of Virginia is erecting sixth unit to present plant, to cost with equipment about \$3,500,000; excavation started; will increase output of plant to approximately 20,000,000 lbs. of silk annually. Company wires: "J. P. Pettyjohn Co., Lynchburg, awarded contract for No. 6 unit; work started. Plans not yet completed. This unit will practically duplicate other unit in operation here." 8-11

W. Va., Martinsburg—Temple Braid Co., capital \$100,000, incorporated; Fred H. Blake, New York; S. B. Dorn, Martinsburg; reported, leased building; will remodel for mill.

Water Works

Details of water works improvements in connection with the many LAND DEVELOPMENT operations will be found under that classification.

Ark., Fort Smith—City receives bids Oct. 17 for high lift and low lift condensing turbo-centrifugal pumping unit. See Want Section—Bids Asked.

Ark., Little Rock—Arkansas Water Co., S. R. Brough, Supt., 425 W. Capitol St., is expending \$200,000 in improvements, includ-

ing levee of concrete, encircling water works, cost \$75,000; base will extend 28 ft. below surface of ground and wall will extend 9 ft. above, 3 ft. wide; booster pump of 12,000,000 gal. capacity will be installed, cost \$50,000; basin will be 260x150 ft. 9-8

D. C., Washington—National Cast Iron Pipe Co., Birmingham, Ala., has contract for 1109 tons of 8 and 12 in. pipe.

Fla., Bradenton—City receives bids Sept. 27 for drilling well. See Want Section—Bids Asked.

Fla., Danla—City plans expending \$15,000 for extension of water works system; \$2000 for cemetery. See Financial News—Bond Issues Proposed. 8-18

Fla., St. Petersburg—Weekiwachee Water Co., capital \$10,000, incorporated; S. McL. Estes, Glenn Miller.

Ga., Acworth—City voted \$200,000 sewer, water and light bonds. Address The Mayor. 3-17

Ga., Blue Ridge—City, reported, authorized sale of electric light and water works plant to Toccoa Electric Power Co., subject to ratification by people; company will expend \$40,000 in improvements.

La., Benton Heights, P. O. Monroe—City voted water bonds. See Financial News—Bond Issues Proposed.

La., Columbia—See Electric Light and Power.

La., Lafayette—City Board of Trustees, reported, install pump, purchased from Layne-Louisiana Co., Inc., 210 Broad St., Lake Charles, La.

La., New Orleans—City plans extension and improvements to water and sewers. See Financial News—Bond Issues Proposed.

Md., Baltimore—Board of Awards receives bids Oct. 5 for pumping equipment for Montibello pumping station. See Want Section—Bids Asked.

Md., Baltimore—Board of Awards receives bids Sept. 28 for water mains. See Want Section—Bids Asked.

Md., Baltimore—Board of Awards let contract to Baltimore Tube Co., 1301 Wicomico St., for 100,000 ft. copper pipe for Bureau Water Supply.

Md., Salisbury—City, F. H. Dryden, Engr., let contract to Wm. Deego for 5 miles of water and sewer pipe.

Miss., Bay St. Louis—City, G. Y. Blaize, Mayor, receives bids Oct. 1 for drilling artesian well. See Want Section—Bids Asked.

Miss., Moss Point—City, reported, plans sinking artesian well for water supply. Address The Mayor.

Miss., Hattiesburg—Gray Artesian Well Co., Pensacola, Fla., reported, has contract for 8-in. well at Alcorn A. C. M. Colege, near Lorman.

Mo., Columbia—City, John S. Bicknell, Clk., reported, construct addition to water mains.

Mo., St. Louis—Board of Public Works, reported, received low bid at \$13,650 from McMyler Interstate Co., Boatmen's Bank Bldg., for gasoline operated full revolving crawler crane at Missouri River plant of St. Louis Water Works.

Mo., St. Louis—Board of Public Works, reported, let contract to Laclede Steel Co., Arcade Bldg., for 450 tons of reinforcing steel for settling basin at Hine, for municipal water works. 9-15

N. C., Hickory—City will issue \$100,000 water bonds; J. E. Elliott, Mayor. 9-15

Okla., Boswell—Public Service Co., 510 S. Boston St., Tulsa, reported, preparing preliminary plans for water pumping station; W. D. Parks, Engr., Hugo.

Okla., Fairfax—City postponed extension of water mains in Donelson Addition until 1928; V. V. Long & Co., Engrs., 1300 Colcord Bldg., Oklahoma City. 9-8

Okla., Marshall—City, G. F. Ingle, Mayor, reported, plans water works extension.

Tex., Boerne—City, reported, plans water works system, cost \$60,000; Terrell Bartlett, Engrs., Calcasieu Bldg., San Antonio.

Tex., Devine—City will construct water works system; Walton & Arneson, Engrs., Gunter Bldg., San Antonio; \$50,000 available. 9-15

Tex., Center—City receives bids Oct. 6 for water tower. See Want Section—Bids Asked.

Tex., Galveston—Board of Commrs. receives bids Sept. 29 for furnishing and delivering water works material. See Want Section—Bids Asked.

Tex., Glen Rose—City votes Oct. 3 on bonds for water works and sewer system, Harvey B. McAllister, Consult. Engr., 519 N.

12th St., Waco. See Financial News—Bond Issues Proposed.

Tex., Houston—City, H. B. House, Water Commr., reported, drill additional wells for water supply at Scott St. water plant.

Tex., Laredo—City voted bonds for cemetery water tank. See Financial News—Bond Issues Proposed.

Tex., Muenster—City voted \$47,000 water works bonds. Address The Mayor. 8-18

Tex., Rio Hondo—City, J. P. Johnson, Mayor, will expend \$12,500 for rebuilding old system; install 3000 to 5000 ft. 6 and 8 in. cast-iron Class B water pipe; install pumping plant; C. A. Mellernee, Supt. Water Works and Engr. 9-15

Tex., Rosenberg—City, J. S. Hobbs, Mayor, rejected bids for water works improvements; E. W. Steel, Engr., College Station. 9-1

Tex., McAllen—Central Power and Light Co., reported, expend \$25,000 for installation of water mains and fire plugs.

Tex., Pyote—Chamber of Commerce, reported, negotiating with outside capitalists for construction of water system.

W. Va., Parkersburg—City, reported, probably postpone date of opening bids for water works (called for Oct. 10); Morris Knowles, Inc., Engrs., 507 Westinghouse Bldg., Pittsburgh, Pa. 7-14

W. Va., Salem—Mountain State Utilities Corp., 601 Mills Bldg., Washington, D. C., will probably acquire water works.

W. Va., Fairmont—City, reported, let contract to American La France Fire Engine Co., Inc., Elmira, N. Y., for 500 gal. pumper.

Woodworking Plants

Fla., Jacksonville—Cigar Boxes—Jacksonville Ginter Box Co., capital \$25,000, incorporated; A. S. Ginter, Vernon Terrace; R. W. Sylvester.

Fla., Jacksonville—Fibre Furniture Manufacturing Co., Inc., capital \$10,000, chartered; S. Obrow, J. C. Homer, H. D. Flanagan.

N. C., Smithfield—Wood Products—Neuse River Hardwood Co., capital \$10,000, incorporated; John L. York, John A. Johnson, H. G. Johnson.

N. C., Winston-Salem—National Manufacture & Stores Corp., 534 N. Liberty St., L. J. Kahn, V. Pres., affiliated with Huntley-Hill-Stockton Co. stores in Winston-Salem and Greensboro, reported, plans erecting plant to assemble and finish breakfast room suites, also warehouse with capacity for storing 100 carloads furniture; estimated cost \$250,000; also contemplates establishing additional units in Winston-Salem and Greensboro.

BUILDING NEWS

BUILDINGS PROPOSED

Association and Fraternal

Ga., Decatur—Ancient Free and Accepted Masons plan \$60,000 Masonic Temple.

Mo., Moberly—Y. M. C. A., Geo. W. Ors-well, Sec., and Y. W. C. A. plan \$250,000 building; P. M. Montgomery, Natl. Regional Sec., Southwest Div., St. Louis; fund campaign Oct. 24.

Mo., Sedalia—Independent Order of Elks plans lodge building.

N. C., Winston-Salem—Lodge No. 449, Independent Order of Elks, W. L. Reid, Exalted Ruler, purchased site at Cherry and First Sts. for Elks' Home.

Tenn., Benton—Ocoee Lodge No. 212, Ancient Free and Accepted Masons, erect brick Masonic hall.

Bank and Office

Ark., Helena—Knights of Pythias sponsoring erection \$250,000 theater and office building; members of lodge subscribed \$30,000.

Ark., Jonesboro—Southwest Bell Telephone Co., St. Louis, reported, erect 3-story exchange and office building, S. Church St.

Fla., Jacksonville—United Cigar Stores of America, 44 W. 18th St., leased Sims Bldg., Hogan and W. Bay Sts.; remodel and reconstruct; 7 stores on ground floors; offices on second and third.

Md., Baltimore—Scottish Rite Masons, W. Herdman Schwatka, Sec., remodel building, Charles and 39th Sts., for office of Mr. Schwatka.

Tenn., Chattanooga—Boyce Manufacturing Co., capital \$250,000, incorporated; J. G. Sterchi, John Fowler, R. K. Haskew, both 703 Broad St., reported, leased plants of Signal Furniture Co., 2000 Elmendorf St., East Chattanooga; manufacture bedroom furniture, specialties in spinnet desks, secretaries, etc.

FIRE DAMAGE

Ark., Little Rock—Blacksmith shop of Bridge & Building Dept. of Missouri Pacific R. R. Co., loss \$50,000; E. A. Hadley, Ch. Engr., Railway Exchange Bldg., St. Louis, Mo.

Ky., Covington—George Keller Hay & Grain Co.'s plant, Tenth and Lowell Sts.; loss \$50,000.

La., Monroe—Portion of plant of Monroe Ice Co., Grand St.

Md., Baltimore—Derby Manor Drive Apartment, Derby Manor Drive between Oswego and Shirley Aves.; address the Propr.

Md., Baltimore—Three concessions at Carlin's Park, Park Heights Ave.; S. L. McCallister, Mgr., 400 Woodleigh Rd.

Md., Unionville—Dr. Norman F. Gravill's residence; Harry A. Peddicord's residence.

N. C., Wilmington—Carolina Beach Hotel at Carolina Beach, leased by H. T. Ireland, Jefferson Bldg., Greensboro; loss \$125,000.

Tex., Burkeville—Windham Hotel, Burkeville State Bank, other buildings.

Tex., Abbott—W. C. Robertson's gin; loss \$20,000.

Tex., Donna—Plant of Donna Gin Co.

Tex., Eagle Pass—Crystal Ice Co.'s plant; loss \$25,000.

Tex., Eddy—Thompson's Cafe, Woodmen's Hall, Nabor's Meat Market, Ashworth Tailor Shop, Wright and Coffey undertaking parlors and Coffey Barber Shop; loss \$15,000.

Tex., Eureka—Portion of Houston Cotton Twine Mills; loss \$15,000.

Tex., Houston—Mrs. E. L. Wells' apartment house at 3803 Graustark Ave.; loss \$20,000.

Tex., Schattell—Ed. R. Schattell's gin; loss \$14,000.

W. Va., Davis—Cooper's Dry Cleaning Plant, operated by Cooper's Clothing Stores; Davis & Thomas.

Miss., McComb—W. E. Drew, of Drew & Caston, erect 2-story brick office building, Main St.

Mo., Kansas City—State Highway Comn. approved purchase site on Stewart St. south-east of Capitol grounds for \$350,000 State Highway Dept. building; having plans prepared and plan to start work soon. 4-14

Mo., St. Louis—Anfenger Advertising Agency, Inc., Louis E. Anfenger, Pres., 7th Fl., Board of Education Bldg., leased fourth floor Shell Bldg., 13th and Locust Sts.; will improve.

N. C., Durham—Union Professional Building Corp., G. W. Hill, S. Duke St., W. H. Murdock and J. L. Murdock, First National Bank Building, incorporators, plan \$500,000 office building, Chapel Hill and Rigsbee Ave.; 10 stories, 92x70 ft.; first 5 floors for professional men, upper 5 floors for doctors; drawing plans.

Okla., Shawnee—State National Bank of Shawnee plans to start work in about sixty days on \$200,000 6-story office and bank building, Main and Broadway; first two floors for bank; other floors, offices, 15 suites to a floor. Bank advises: "Will build soon 6-story bank and office building, 50x100 ft.; E. J. Peters, Archt.; contract not let."

Okla., Tulsa—C. P. Alexander plans 10-story office building, Fifth and Main Sts.; site 50x140 ft.; work to start early part 1928. (See Buildings Proposed—Hotels and Apartments.)

Okla., Tulsa—Oklahoma Natural Gas Co., 117 W. Fourth St., probably have plans for

10-story office building out Oct. 10 and receive bids Oct. 24; cost \$350,000, brick, stone and terra cotta, concrete foundation, cement, tile and marble floors, composition roof, hollow and drain tile, metal lath, waterproofing, plate glass, floor hardener; Arthur M. Atkinson, Archt., Mid-Continent Building. 7-14

Okla., Tulsa—Warren Petroleum Co., First Nat. Bank Bldg., erect office building, 12th and Main Sts.; lower floor for stores.

Tex., Dallas—Oak Cliff-Dallas Commercial Assn., care J. C. McClure, 2518 Gould St., or H. W. Willis erect 8-story Medical Arts Bldg., Zank Blvd. and Jefferson St.; fireproof, 50x150 ft. 8-4

Tex., Dallas—Dallas Bldg. & Realty Co. repair fire damage to building, 1913 Elm St.; cost \$25,000.

W. Va., Clarksburg—R. T. Lowndes, 228 Main St., announced plans for construction of \$1,500,000 10-story store and office building, S. Third St.

W. Va., Huntington—Chamber of Commerce, Dr. W. S. Rosenheim, Dir., Industrial Bureau, organizing new bank with H. O. Aleshire, Pres., Coal Exchange Bank, take over American Bank and Trust Co. recently closed; move into Coal Exchange Building, on which alterations will be made in 60 days; install fixtures, vault and other equipment.

Churches

Ala., Dothan—First Christian Church, Beatty Whiddon, Treas. of Property, advises does not plan to erect Sunday school building. 9-15

Ark., Little Rock—Rev. Calvin B. Waller, Pastor, Second Baptist Church, advises: "Newspaper story with reference to our new \$100,000 educational building was premature; do not expect to build within two or three years." 9-15

Ga., Thomasville—Presbyterian Church remodel interior of church building; cost \$30,000; install \$9000 pipe organ, already purchased. Address The Pastor.

Ga., Thomasville—Methodist Church plans Sunday school building; Rev. Charles M. Meeks, Pastor.

Ky., Louisville—Kneseth Israel Congregation, Leon Sher, Pres., erect \$250,000 building on Gray St., near Floyd St., accommodate 1500.

La., Bienville—Baptist Church erect \$20,000 brick building. Address The Pastor.

La., Shreveport—Texas Avenue Methodist Church received low bid from W. H. Woerner at \$27,970 for 2-story, brick and concrete building, Park Ave. and Laurel St.; Edw. F. Neild, Archt., City Bank Bldg. 8-11

Md., Baltimore—Lauraville Methodist Protestant Church, Rev. J. A. Trader, Pastor, erect church and Sunday school building, Southern Ave. and Harford road.

Miss., Hickory Flat—Baptist Church, Rev. Hubert M. Collins, Pastor, erect building.

N. C., Greensboro—R. L. Dickson of Muir's Chapel community, S. H. Carver and others interested in establishment of Baptist Church in western section, probably High Point Blvd. community.

N. C., Smithfield—Methodist Church, R. G. Gillett, Chmn., Bldg. Comm., erect 2-story brick Sunday school annex.

Okla., Tulsa—Church of Christ, 829 S. Rockford Ave., erect \$35,000, 91x40 ft. building; Frank E. James, Archt., 1123 S. Elwood Ave.

S. C., Greenville—Earle Street Baptist Church, Dr. T. Baron Gibson, Pastor, erect Sunday school.

Tenn., Milan—Cumberland Presbyterian Church erect building to replace burned structure. Address The Pastor. 9-15

Tex., San Antonio—Highland Park Evangelical Lutheran Church, Rev. F. A. Neumeister, Pastor, erect \$60,000 building, Hammond St. and New Braunfels Ave.

City and County

Fla., Boynton—City, Harry Benson, Vice-Mayor, having plans prepared by King & Campbell, 597½ Clematis St., West Palm Beach, for bathing beach casino; ultimate plans include community hall, Venetian type swimming pool, open air lounge, woman's club room, offices and shop concessions, manager's living quarters, dressing rooms; bids in about 3 weeks for first unit of community hall and dressing room; Chas. Perchet, Landscape Archt., West Palm Beach.

Fla., Bradenton—City, R. K. Van Camp, Commr. Public Works, receives bids Sept. 27 for jail, Eighth Ave. drive; 1 story, 10 cells, kitchen, police headquarters and courtroom;

plans and specifications at office E. W. Darling, Archt. 9-1

Fla., Fort Lauderdale—City, B. J. Horne, Mgr., receives bids Sept. 26 for \$132,000 municipal casino on Ocean Blvd. and Sunset Ave.; plans and specifications at office F. L. Abreau, Archt., 204 Bryan Court. 9-1

Fla., Miami Beach—City, J. B. Lemon, Recreation Dir., plans to construct \$700,000 recreational forum on 6-block site in Flamingo Park; to be built in units over period of years; plans by Seiler & Neider, Calumet Bldg., Miami, include stadium to seat 8000 persons, dancing pavilion, clubhouse and courts and fields for games.

Ky., Louisville—Arthur Loomis preparing plans for improvements and additions to Louisville and Jefferson County Children's Home at Ormsby Station; cost \$200,000; plans include school, dining room and kitchen.

La., Oakdale—City, E. L. Eldred, Mayor, votes Oct. 25 on \$80,000 bonds, including amounts for city hall and jail.

La., Shreveport—Caddo Parish Police Jury receives bids Oct. 13 for wiring, fixtures and fans for \$1,000,000 courthouse under construction by Glassell-Wilson Co., Inc., Sinclair Bldg.; plans and specifications from Edw. F. Neild, Archt., City Bank Bldg. 8-11

N. C., Smithfield—Washington County Commrs., J. A. Douglas, Clk., plans courthouse.

N. C., Franklin—Macon County, C. H. Cabe, Mgr., selected Jas. J. Baldwin, Asheville, as architect for \$250,000, 3-story jail and courthouse; contract to be let December 5th; issue bonds Nov. 7th. 1-20

Okla., Oklahoma City—Oklahoma County Commrs., J. W. Berry, Clk., receives bids Sept. 24 for barn at Boys' Home, E. 23rd St. road.

Tex., Alamo Heights, San Antonio—City erect \$10,000, one-story, 50x76 ft. fire station; Emmett T. Jackson, Archt., Builders Exchange Bldg., San Antonio. 6-28

Tex., Glen Rose—City erect \$9000 fire station and city hall; vote Oct. 3 on bonds.

Tex., Harlingen—City employed Wm. C. King, landscape Archt., to make survey of Valley Mid-Winter Fair Park; improvements include auditorium, administration building, agriculture and fine arts buildings, grandstand, cattle barns, racetrack, children's playgrounds, children's building, sunken garden.

Tex., Liberty—Liberty County, C. R. Wilson, Judge, receives bids Oct. 11 for \$210,000, 3-story, 75x150 ft., reinforced concrete courthouse; equipment, \$20,000 to \$30,000; reinforced concrete, cement tile and marble floors, built-up tar and gravel roof, steel frames and sash, ornamental iron stairs, central heating, light and refrigerating plant; C. G. Curtis, Archt., 1603 Post Dispatch Bldg., Houston; A. E. Thomas, Asso. Archt., 330 Wilson Bldg., Dallas. See Want Section—Building Material and Equipment. 6-9

Tex., Brady—City votes Oct. 22 on \$180,000 bonds, \$30,000 for city hall. Address The Mayor.

Tex., Houston—City, J. C. McVea, Engr., erect \$16,000 fire station, New Orleans and Brighthouse Sts.; 45x51 ft., brick veneer; W. A. Dowdy, City Archt.; bids opened Sept. 21. 9-8

Tex., Laredo—City, Albert Martin, Mayor, voted \$330,000 bonds; \$80,000 to erect fire stations, addition to fire station and fire equipment. 6-2

Tex., San Angelo—Tom Green County, J. T. Mathison, Judge, receives bids Oct. 15 for \$275,000, 2-story and basement, brick, reinforced concrete, steel and stone courthouse; separate bids for plumbing, heating and electric work; plans and specifications at office Anton F. Korn, Archt., 816 Thomas Bldg., Dallas. 8-23

Tex., Spearman—City Commrs. soon call for bids on \$10,000 city hall. 9-15

Va., Bristol—City, James Gannon, Mayor, plans auditorium to seat 2000 to 2500 people.

Va., Hopewell—City selected plans by M. T. Scheffer, Richmond, for \$25,000 jail; to vote on bonds. 9-8

W. Va., Clarksburg—Harrison County, Maurice L. Loudin, Clk., votes Oct. 4 on \$1,000,000 courthouse bonds. 6-2

W. Va., Martinsburg—Town plans vote on \$15,000 bonds for community hall to replace burned structure.

Dwellings

Ala., Birmingham—Meadowbrook Estates, Inc., Byron Avant, Pres., 308 Jackson Bldg., probably erect number dwellings, connection with development.

Ala., Montgomery—T. A. Powell, 7 Fabel

Ct., erect two, \$7500, 1-story, brick veneer residences, Ponce de Leon and Matthews Sts.; owner builds.

Ark., Bella Vista, Bentonville—C. A. Linebarger announced plans for \$250,000 construction program at Bella Vista, including 75 dwellings.

D. C., Washington—T. A. Jameson, 906 New York Ave. N. W., erect 18 two-story, brick and tile dwellings, 2620-32 Sixth St. and 510-30 Central Ave. N. E., cost \$75,000.

D. C., Washington—J. W. Waller, Northbrook Cts., erect \$13,000, 2-story cinder block and stone dwelling, 2899 Anderson terrace N. W.

D. C., Washington—W. M. Ward, 1214 S St. S. E., erect three 2-story, brick dwellings, 1302-06 S St. S. E.; cost \$15,000.

D. C., Washington—C. R. and C. E. Wire, 4716 Blagden Ave. N. W., erect five 2-story, brick and tile dwellings, 4801 Colorado Ave., 4800 Blagden Ave. and 4807-15 17th St. N. W.; cost \$90,000.

Fla., Jacksonville—D. Green erect \$10,000, 2-story, brick veneer residence, Oak St.

Fla., Miami Beach—Irving A. Collins receives bids Oct. 1 for \$60,000 residence, Indian Creek; Pancoast & Sibbert, Archts.

Fla., Miami—Chas. P. Stevens, Albany, N. Y., erect \$50,000, 2-story, concrete and tile residence on Biscayne Bay.

Fla., Miami—Farm & Town Realty Co. erect \$12,000, 2-story residence and garage, N. E. 96th St.

Fla., Miami Beach—Irving A. Collins, V-P., Miami Beach Improvement Co., Fisher Bldg., soon call for bids for \$60,000 residence, Pine Tree drive.

Fla., Tampa—R. O. Vasquez erect two \$16,000 dwellings on Main St.

Ga., Brunswick—R. B. Burney erect several bungalows, Bay and Dartmouth Sts.; also remodel dwelling on Bay St.

Ky., Louisville—S. H. Adelberg, 1209 E. Broadway, erect \$10,000 dwelling, 1430 Everett St.

Ky., Louisville—R. J. Henry erect \$10,000 dwelling, 2331 Saratoga drive.

Md., Baltimore—Thos. J. Donohue, Lexington Bldg., erect 42 dwellings, 1200 block N. Ellwood Ave.

Md., Baltimore—W. McHenry Keyser, erect dwelling, Tilbury Way, and 2 on Taplow Rd.; total cost \$35,000.

Md., Baltimore—Maryland Home Building Co., erect 14 two-story brick dwellings, August and Beechwood Aves.; cost \$42,000.

Mo., Clayton, St. Louis—J. E. Baker, Maister St., erect brick and tile residence, Hi Pointe; 27x37-ft., cost about \$10,000.

Mo., St. Joseph—Loren W. Garlicks, 208 S. Sixth St., erect \$13,000, 2-story, 8-room, colonial type residence, Lover's Lane and 22nd St.; Eckel & Aldrich, Archts., Corby Bldg.

Mo., Webb City—Sam Callas erect four 4 and 5 room frame dwellings, Fourth St. between Oronogo and Washington Sts.

N. C., Asheville—L. B. Jackson, Jackson Bldg., erect several dwellings in Oak Park on Hendersonville Highway.

N. C., Greensboro—D. L. Kenerly erect \$20,000 stone residence, W. Greenway and Madison Ave.; 2 stories, 10 rooms, tile roof.

N. C., Winston-Salem—W. A. Lyon erect \$12,500 7-room residence, Oaklawn Ave.

N. C., Winston-Salem—Realty Bond Co., 16 W. 3rd St., erect four \$3000, 5-room residences on Vargrave St.

N. C., Winston-Salem—J. J. Currin, Virginia road, erect \$10,000, 2-story, brick veneer residence, Elizabeth Ave.; plans by Real Estate Service Co., Woolworth Bldg. See Want Section—Building Material and Equipment. 9-15

N. C., Winston-Salem—R. B. Burton erect 2 dwellings, Hawthorne Rd. near Sharon St.; cost \$7000 each.

N. C., Winston-Salem—J. D. Dodson erect residence on Lovers' Lane Road; Northup & O'Brien, Archt., Starbuck Bldg.

N. C., Winston-Salem—W. W. Jordaa erect 2 dwellings, Elizabeth Ave.; total cost about \$15,000.

N. C., Winston-Salem—J. K. Norfleet, 420 Spruce St., erect residence in Country Club section; Northup & O'Brien, Archt., Starbuck Bldg.

Okla., El Reno—Mr. Aycock erect \$65,000 brick and stone residence; Harry Reynolds, Archt., Mercantile Bldg., Oklahoma City.

Okla., El Reno—John C. Petree erect \$30,000 residence and garage; brick veneer;

Harry Reynolds, Archt., Mercantile Bldg., Oklahoma City.

S. C., Columbia—J. J. Nettles, Jr., 309 Wacacaw St., erect two 6-room brick veneer residences, 319 and 527 Pinewood Drive; cost \$10,000.

Tenn., Memphis—Wm. White, Pres., City Savings Bank, purchased 70 lots in Riverside Park; reported, erect 40 to 50 brick bungalow.

Tenn., Memphis—J. B. Moody, 42 N. Claybrook St., erect \$10,000, 8-room, brick veneer dwelling and garage, 1946 Jackson St.

Tex., Austin—Roy Smith rejected bids for \$12,000 residence; revise plans and call new bids; Roy L. Thomas, Archt., Littlefield Bldg.

Tex., Brownsville—H. M. Skelton erect \$20,000, stone, tile and stucco residence.

Tex., Dallas—P. B. Arrington, Athletic Bldg., erect \$10,000, 12-room, brick veneer duplex, 4039-41 Hawthorne St.

Tex., Beeville—Curtis Walker erect hollow tile and stucco residence.

Tex., Houston—E. H. Clark erect three 10-room, 2-story brick veneer duplexes, 1529-31-35 Welch St., Cherryhurst addition, 1012 Crockett St., Bakerdale addition, cost \$9500 each.

Tex., Dallas—M. W. Florer, 518 E. 12th St., erect \$10,000, 2-story, 14-room, brick veneer duplex, 301-3 S. Marsalis St.

Tex., Dallas—C. M. McNatt erect three 5-room brick veneer cottages, 6120-28 Prospect St.; cost \$15,000.

Tex., Dallas—North Texas Trust Co., Inc., Magnolia Bldg., erect \$10,000, 2-story, 7-room brick dwelling, 1545 Colorado St.

Tex., Houston—W. R. Fulton erect two 12-room, brick veneer duplexes, 2502-06 Hazard St.; cost \$16,500.

Tex., Houston—L. J. Luff, 102 Linwood St., erect four 5-room frame dwellings, Concord and Lola Sts.; cost \$10,000.

Tex., Houston—Herbert E. Neuhaus, Pres., Neuhaus Investment Co., Union Natl. Bank Bldg., erect 2-story, brick residence at Inwood drive and Larchmont; R. D. Steel, Archt., First Natl. Bank Bldg.; bids opened Sept. 19.

Tex., Ozona—West Texas Utilities Co. erect duplex for local managers; Taylor Rowe, Div. Supt., San Angelo.

Tex., Point Isabel—Wm. D. Sielen & Co., Archts., Brownsville, taking bids on \$15,000, 2-story, 8-room brick residence for Captain Terrill.

Tex., San Antonio—S. A. Freeborn, Moore Bldg., erect \$11,500 dwelling, 123 E. Commerce Place.

Tex., San Benito—Dr. F. L. Kinkley has plans by Birger A. Elwing, Harlingen, for \$15,000 residence.

Tex., Waxahachie—Dr. D. M. Colquitt erect brick duplex, College St.

Tex., Wichita Falls—C. H. Parker, 611 Indiana St., having plans prepared by Harris H. Roberts, Harvey-Snyder Bldg., for 2-story, brick veneer, Spanish type residence in Country Club addition.

Government and State

Md., Camp Meade—Constructing Quartermaster receives bids Oct. 19 for 3 barracks buildings, Camp Meade; part of \$1,000,000 building program; \$410,000 available; Colonial type; plans and specifications from Constr. Quartermaster.

N. C., Raleigh—Board of Public Buildings and Grounds, Room 505 Revenue Bldg., receives bids Oct. 4 for plumbing, electric work and roofing and sheet metal work required in remodeling office building and building for State's arsenal, Caswell Square; Chas. C. Hook, Archt., Johnston Bldg., Charlotte; separate bids for construction heating system from central plant for these two buildings and three adjacent structures after plans by Wiley & Wilson, Archts., People Natl. Bank Bldg., Lynchburg, Va.; plans and specifications at office Chas. C. Hook, Archt., Charlotte, and Room 505, Revenue Bldg.

Okla., Oklahoma City—State Board of Public Affairs, G. C. Wollard, Chmn., has low bid at \$288,000 from Mann Co., Cotton Exchange Bldg., for Governor's mansion.

Tex., Plainview—Guy B. Speed erect building, Broadway near Ninth St., to be leased to Government for post office; 60x130-ft.; 2 stores, arcade; 1070 lock boxes in post office.

Hospitals, Sanitariums, Etc.

Ala., Birmingham—City Board of Revenue, Lacey Edmundson, Chmn., receives bids Oct.

3 for completion \$500,000 Hillman Hospital annex, about one-fifth completed; Harry B. Wheelock, Archt., Steiner Bldg., Birmingham; Percy W. Swern, Consist. Archt., 19 S. La Salle St., Chicago.

Ala., Montgomery—Montgomery Memorial Hospital Trustees, R. E. Steiner, Pres., 711 High St., start work in about two months on \$100,000 addition; also erect \$10,000 laundry building.

Ga., Brunswick—City Comm., Hugh Burford, Sec., soon call election on \$200,000 bonds, \$75,000 for hospital annex; E. V. Camp & Associates, 215 Marland St. N. E., Atlanta, and Brunswick, selected to do engineering and assessment work; Daniell & Beutell, Archts., 207-9 Healey Bldg., Atlanta; noted to vote Oct. 19 on \$175,000 bonds.

Ky., Louisville—John N. Norton Memorial Infirmary, Third and Oak Sts., J. D. Burge, Pres., Board of Trustees, inaugurate \$600,000 campaign Oct. 1 for new building, site present old south wing; structure to have 3 wings, two 9 stories and one 8 stories; D. X. Murphy & Bro., Archts., Louisville; Frank E. Chapman, Supt., Mt. Sinai Hospital, Cleveland, O., consultant.

La., Alexandria—Louisiana Legislature passed bill authorizing constitutional amendment to permit State to donate 400-acre site in Rapides Parish for \$1,000,000 hospital to be erected by U. S. Veterans' Bureau, J. Ernest Price, Executive Officer, Constr. Dept., Arlington Bldg., Washington, D. C.; plans approved.

La., Ruston—Drs. W. S. Harrell and S. L. White are members of committee to recommend plans for \$50,000 Ruston Sanitarium.

La., New Orleans—Rathbone DeBuys, Archt., Hibernia Bank Bldg., receives bids Sept. 30 for 5-story, steel, brick, limestone trim and fireproof doctors building to be known as James M. Batchelor Building, Presbyterian Hospital; separate bids on screens, electric fixtures, Venetian blinds, fire alarm, watchmen's service; alternate bids on piling, terrazzo floors, granite base, Duirion, acid proof drain vent pipes and fittings, Anaconda brass pipe and fittings for hot and cold water lines; vitrolite, Sani Onyx and marble; structure to have pile foundation, composition roof, vacuum steam heat, structural steel and iron work, plate glass show windows on marble base; contractors estimating; John Riess, Carondelet Bldg.; Lionel F. Favret, Louisiana Bldg.; R. E. Farnsworth & Co., Maritime Bldg.; O. M. Gwin Constr. Co., Union Indemnity Bldg.; Underwood Contracting Co., Louisiana Bldg.; J. A. Petty & Sons, Inc., Godchaux Bldg.

La., Ruston—B. H. Rainwater, Chmn., Industrial Comm., Chamber of Commerce, announced work expected to begin within 30 days on \$50,000 sanitarium.

Miss., Jackson—Mississippi Hospital Removal, Improvement and Land Sale Comsn., R. L. Brown, Sec., Box 40, receives bids Oct. 5 for 8 buildings at Mississippi State Insane Hospital, including 2 occupational therapy buildings, 2 infirmaries, power house, narcotic home and 2 re-educational buildings; cost \$500,000; N. W. Overstreet, Archt., Miss. Fire Bldg., Jackson; Henry C. Muskopf, Landscape Archt.-Engr., 864 Newport Ave., St. Louis, Mo.

Mo., St. Joseph—State Hospital No. 2 for Insane, Dr. M. P. Overholser, Supt., plans \$15,000 addition.

N. C., Jamestown—Guilford County Board of Commrs. has low bid at \$28,955 from J. R. Owen for children's building, Guilford County Tuberculosis Sanatorium; heating bid, Harding Heating Co., \$2260; plumbing, Crutchfield Plumbing Co., \$2485; Harry Barton, Archt., Jefferson Standard Bldg., all Greensboro.

Okla., Oklahoma City—State Board of Public Affairs, G. C. Wollard, Chmn., has low bid at \$377,125 from Campbell & Price, 605½ W. Main St., for hospital for crippled children; Layton, Hicks & Forsyth, Archts., Braniff Bldg.

Okla., Vinita—State Board of Public Affairs, G. C. Wollard, Chmn., Oklahoma City, has low bid at \$147,990 from J. W. Mann, Cotton Exchange Bldg., Oklahoma City, for service bldg., Eastern Oklahoma Hospital.

Tenn., Columbia—King's Daughters erect nurses' home, gift of Chas. S. Jackson, Mt. Pleasant; bids in.

Tex., Marshall—Texas & Pacific Rwy. Hospital Assn., Dr. J. H. Moore, Ch. Surgeon, Dallas, receives bids Oct. 6 on \$165,000, 2-story and basement, 186x40-ft., brick, steel, reinforced concrete, fireproof Georgian type hospital; steam heating plant and laundry in basement; separate bids on plumbing.

heating and electric work; Roscoe P. DeWitt, Archt., 1229 Kirby Bldg., Dallas. 8-18

Tex., Rusk—State Board of Control, Dr. H. H. Harrington, Chmn., Austin, erect 40x74 ft., brick boiler house at Rusk State Hospital; Page Bros. Archts., Austin Natl. Bank Bldg., Austin; bids opened Sept. 21.

Hotels and Apartments

Ala., Huntsville—Huntsville Hotel Co., Thomas T. Terry, Pres., and M. M. Hutchens, Vice-Pres., incorporated with authority to sell \$400,000 capital stock; start excavation Nov. 1 on 11-story building at cor. Clinton and Gallatin Sts.

Ark., Bella Vista, Sta. Bentonville—A. O. Clark, Archt., Rogers, drew plans for \$100,000 hotel.

La., New Orleans—Hyman Rabinowitz, 740 Poydras St., ready for sub-contract bids this week on \$30,000, 4-story brick store and apartment building, Camp between Poydras and Lafayette Sts.

La., New Orleans—Nat. W. Gold, 3710 Du Maine St., has plans by J. M. Richad, Metairie Ridge, for \$10,000, 2-story, 32x42-ft. apartment house on Harding Drive; composition roof.

La., New Orleans—R. A. Monaghan, 6331 Patton St., erect \$17,000, 2-story, 40x60-ft. apartment house on Exposition Blvd.; asbestos roof; E. Markel, Archt., 3838 La. Parkway.

La., New Orleans—Weiss, Dreyfous & Seifert, Archts., Maison Blanche Bldg., receive bids Oct. 10 for \$1,000,000, 18-story, steel frame, brick, stone trim, fireproof addition to Jung Hotel, Canal and Howard Sts., for Jung Interests, care Peter Jung, Sr.; separate proposals for electric wiring, plumbing, heating, ventilating, refrigerating, oil burning equipment and dumbwaiters; contain 336 rooms, each with tile baths, showers, running ice water and servitors; 16th floor, for auditorium of glass inclosure, with atmospheric sky ceiling; 3 high-speed passenger and 2 freight elevators.

Md., Baltimore—Sidney A. Vaughan, 3952 Cloverhill Rd., purchased two 3-story dwellings at 1703-5 St. Paul St., will remodel into apartments.

Md., Baltimore—Syl-Crest Apartments Co. has plans by W. Walter Pagon, Consist. Engrs., Lexington Bldg., for group of 3-apartment buildings, Whitelock St. and Park Ave.; \$45,000, 4 stories.

Miss., West Point—Committee of Chamber of Commerce, composed of C. C. Clark, Dr. Price Ivy, Dr. Ellis and Dave Cottrell, promoting construction of fireproof hotel; R. A. Campbell, representing Eastern capitalists, made brief survey.

Mo., Carthage—Drake Hotel, P. C. Remler and J. T. Wallace, Proprs., planning to add 2 stories.

Mo., Kansas City—Ray F. Brown, 5811 E. 14th St., and associates acquired N. W. cor. Harrison St. and Linwood Blvd., as site for proposed 8 or 10-story apartment hotel.

Mo., St. Joseph—W. J. Kirkpatrick, 802 N. 25th St.; Dr. Jacob Geiger, 2501 Frederick St.; Thomas L. Ritchie, 522 N. 25th St., and Dr. William J. McGill, 402 S. 12th St., have preliminary plans in progress for 2-story, brick and steel, fireproof apartment hotel on site of Ensworth Hospital building, N. Seventh and Jule Sts.; elevators, entrances on both streets; Walter Bochen, Archt.

Mo., St. Louis—J. G. Glasker, care L. J. Graham, Archt., 4885 Natural Bridge, erect \$10,000, 2-story and basement, 25x56-ft. apartment house, Newhouse Ave.; slate and composition roof, tile baths, oak floors.

N. C., Charlotte—C. B. Tuttle, Sr., contemplates erecting apartment house on East Blvd.

Okla., Clinton—H. V. Coleman, reported, abandoned plans for \$100,000 hotel building; Hawk & Parr, Archts., Cotton Exchange Bldg., Oklahoma City.

Okla., Oklahoma City—Claud Morrison, 1009 W. 23rd St., contemplates erecting brick, 8-apartment house at 512 West 23rd St.

Okla., Tulsa—C. P. Alexander, Alexander Bldg., contemplates erecting \$1,500,000, 14-story, 350x400-ft. hotel building at cor. Main and Third Sts.; probably start work next year.

S. C., Columbia—Edwin C. Davis, operator of Marion Hotel on Sumter St., purchased building in 1700 block Sumter St.; will reconstruct into hotel.

Tex., Decatur—P. L. Jones, Propr. of Greathouse Hotel, planning \$40,000, 3-story, brick hotel building; theater with seating capacity of 400 on first floor; also 2 stores.

entrance to lobby, coffee shop and kitchen; guest rooms above.

Tex., Galveston—W. L. Moody, Jr., has preliminary plans in progress for \$300,000 hotel building on site occupied by Arcade Apartments, 23d and Boulevard.

Tex., Temple—Dr. A. C. Scott and Associates receive bids Oct. 3 for 13-story, 105-room, brick, reinforced concrete, steel Kyle Hotel; mechanical work included in general contract; George Louis Walling, Archt., Scarborough Bldg., Austin. 9-15

Tex., Wharton—H. H. Minze receives bids until Sept. 26 for \$75,000, 3-story and basement, 75x100 ft., 40-room, reinforced concrete, hollow tile, cast stone trim hotel building; plumbing, heating and electric wiring in separate contracts; Morris & Noonan, Archts., Builders Exchange Bldg., San Antonio. 8-18

Tenn., Memphis—Dave Dermon, Dermon Bldg., erect \$30,000, brick veneer, 16-apartment building at 400 N. Bellevue St.; heat \$3000, garage \$1000.

Tex., Del Rio—Mrs. M. E. Faust and F. L. Childs erect \$200,000, 7-story hotel; J. M. Marriott, Archt., San Antonio.

Tex., Pyote—A. J. Sifton erect 2-story, 50-room hotel to be operated by L. E. Shisler and Ernest Woodruff.

Tex., San Antonio—Joe J. Nix, reported, planning 18-story automobile hotel; apartments on 10 top stories. See Motor Cars, Garages, Filling Stations.

Va., Hopewell—R. W. Solt erect apartment house at cor. Burnside and Allen Ave.

Miscellaneous

Fla., Boynton—Howard Phipps, West Palm Beach, announced improvements to polo fields at Gulf Stream between Boynton and Delray; plans include Spanish clubhouse.

Fla., Jacksonville—Workmen's Circle, care H. Applebaum, approved plans for establishing \$100,000 home for aged members.

Fla., Miami—Deauville Casino Corp., Joseph Elsener, Pres., Community Theatre Bldg., will remodel casino.

Fla., St. Petersburg—St. Petersburg Democratic Club, Major A. J. Angle, Pres., plans campaign to raise \$200,000 for erection of building in memorial to late President Woodrow Wilson, on Third Ave. North near Second St.; include 2 shops, auditorium seating 1200, offices, etc.

Ga., Waycross—W. L. Hinson having plans drawn for undertaking establishment on Mary St.

Mo., Jefferson City—Christ. Wagner purchased farm on North side of Ten Mile Drive, erect barn and make improvements, total \$30,000.

Okla., Ponca City—Women's Home Missionary Society of Methodist Church, care Rev. M. O. Wagner, will erect \$13,000 community building at White Eagle Indian agency.

S. C., Columbia—Epworth Orphanage, W. D. Roberts, Supt., planning new dairy barn, replace structure burned.

Tex., Catarina—Catarina Townsite Co., care C. H. Kearney, Frost Natl. Bank Bldg., has plans by John M. Marriott, Frost Natl. Bank Bldg., both San Antonio, for 1-story, stucco and frame bath house.

Tex., Coleman—Mayor E. P. Scarborough, J. W. Pool and W. D. Allen organizing country club; improvements include \$7500 clubhouse, \$8000 lake with sanded bathing beach and \$3000 golf links.

Tex., Dallas—Charles Weiland Undertaking Co., 517 N. Ervay St., has permit for \$40,000 brick business and apartment building at 2909-15 Live Oak St.

Va., Norfolk—T. Willcox Joynes and associates erect clubhouse at golf course now under construction.

Va., Roanoke—P. V. Mohun has plans by R. W. Allen, Boxley Bldg., for golf clubhouse.

Va., Roanoke—Joseph H. Chenshaw, Richmond, will erect 1-story, frame and stucco clubhouse and shelterhouses in connection with golf course on Hollins Road, to be known as Monterey Golf Club.

Railway Stations, Sheds, Etc.

Miss., Carthage—Canton, Carthage & Birmingham Railroad Co. planning new passenger station.

Miss., Meridian—Meridian and Bigbee Railway, reported, planning new station.

Schools

Ala., Birmingham—Board of Education, D. E. McKinley, Bus. Mgr., receives bids Oct. 12 for additions to following elementary schools:

Jackson, Avondale, Barrett, Gibson, Lee and Norwood; bids invited on one building, all buildings, or any number; combination bids also invited; work on each building to be divided as follows: General; plumbing, sewerage and gas fitting; heating and ventilation; and electric work; plans and specifications from Warren, Knight & Davis, Archts., Empire Bldg., 9-15.

Ark., Jonesboro—Board of Trustees Agricultural & Mechanical College soon let contract for building to house postoffice, book store, grocery, soda fountain and cafeteria.

Ark., Alma—Crawford County Board of Education, Van Buren, call election in Hope School District No. 26, near Alma, on bonds for erection of school building.

Ark., Batesville—Arkansas College, Dr. E. B. Tucker, Pres., start work in few weeks on Daniel M. Frierson gymnasium; \$25,000, native stone; Witt, Seibert & Halsey, Archts., Texarkana. 3-31

Fla., Mango—Hillsborough County Board of Public Instruction, Tampa, receives bids Sept. 27 for \$25,000 school building; Carl Couch, Archt., 713½ Franklin St., Tampa.

Fla., St. Augustine—Florida School for the Deaf and the Blind, Dr. A. H. Walker, Pres., let contract about Oct. 15 for first unit of girls' dormitory and \$10,000 central heating plant; boys' dormitory and kitchen now under construction.

Ga., Atlanta—Board of Education, Dr. R. M. Eubanks, Pres., opens bids Sept. 26 on Hoke Smith school; Oct. 3 on Ormewood school; Oct. 6 on Frank L. Stanton school and Oct. 10 on Davis Street school; all will be let, either in consolidated or single form, on Oct. 11; following appropriations made: \$100,000 for Commercial High School addition; \$135,000 for new Edgewood Ave. school; \$135,000 for primary building on E. Fair St.; \$50,000 addition to John B. Gordon school; \$20,000 for 7-room school on Grant Park section; \$3,500,000 bond issue available; G. Lloyd Preacher & Co., Inc., Archts., 1204 Wynne-Claughton Bldg. 7-7

Ga., Alamo—Alamo School District voted additional funds to complete grammar school under construction, purchase new fixtures and equipment; address Board of Trustees.

Ga., Savannah—Sacred Heart Church, Rev. Father Eugene Egan, pastor, purchased property at S. W. cor. 37th and Abercorn Sts., for Sacred Heart School; remodel 2-story building.

La., Coshatt—Following contractors received plans and specifications, propose to bid on \$113,000, 2-story, reinforced concrete, brick and stone trim school building; bids to be opened Oct. 13: Richard McCarthy, Maritime Bldg., New Orleans; Knapp & East, Kaufman Bldg.; W. J. Quick; and P. J. Olivier & Son, 114 Bilbo St.; all Lake Charles; J. H. Leveck & Son, Glover Bldg.; Stewart-McGehee Construction Co.; both Little Rock, Ark.; R. L. Roland & Son; Sandquist & Snow, Inc.; both Alexandria; Albert J. Simms, Lake Village, Ark.; Hedges & Hedges, Natchitoches; Brashears & Ruddell, Tallulah; Red River Parish Board of School Trustees, owners; Wm. T. Nolan, Archt., Maritime Bldg., New Orleans. 9-15

La., Forbing—Caddo Parish School Board, Shreveport, call election Oct. 18 in Forbing School District No. 11 on \$30,000 bonds for new school building.

La., Minden—Webster Parish School Board, E. S. Richardson, Supt. of Schools, considering construction of Junior College building.

La., New Orleans—Loyola Athletic Council has plans by Diboll & Owen for \$65,000 stadium, Freret and Calhoun Sts.

La., New Orleans—Following contractors received plans and specifications and propose to bid on \$35,000, 2-story, brick Parochial School for St. James Major Roman Catholic Church, date of opening not set; also alterations and additions to church and rectory, cost \$10,000: Caldwell Bros., 816 Howard Ave.; Dudley & Wike Construction Co., Stern Bldg.; Gitz & Geler, 8133 Oak St.; Gervais F. Favrot, Balter Bldg.; Lionel F. Farret, Louisiana Bldg.; Geary-Oakes Co., Queen & Crescent Bldg.; J. A. Haase, Jr., 916 Union St.; L. J. Woodworth, 343 Carondelet St.; Clark Steen, 4172 Orleans St.; W. C. Le Blanc, 2556 Verbeena St.; J. A. Dube, Hahnville, La.; 8 classrooms and auditorium, tile and composition roof, plastered interior; Wm. R. Burk, Archt., Balter Bldg. 9-15

Miss., Crystal Springs—Copiah County Board of Education, J. P. Clower, Pres., selected C. H. Lindsley, Lamar Bldg., Jackson, prepare plans for \$200,000 Consolidated School building. 9-8

Miss., New Hebron—New Hebron Consolidated School District votes Sept. 30 on \$50,000 bonds for new school building. Address Lawrence County Board of Education, Monticello.

Mo., Fulton—Westminster College, Dr. Melvin, Pres., will erect \$125,000 gymnasium.

N. C., Clinton—Town votes Oct. 8 on \$100,000 school bonds; address Board of Education. 9-15

N. C., Concord—Cabarrus County Board of Education, S. Glenn Hawfield, Supt., receives bids Oct. 3 for \$45,000, 2-story, brick veneer on tiling High School at Concord No. 3; maple floors, concrete foundation, composition roof, equipment and furnishings cost \$10,000; M. R. Marsh, Archt., Latta Arcade, Charlotte. See Want Section—Building Materials and Equipment. 9-15

N. C., Danbury—Stokes County Board of Education planning \$40,000, 18-room and auditorium school at King, and \$12,000, brick, 7-room and auditorium building at Sandy Ridge.

Okla., Gotebo—School Board soon have plans by Butler Co., Herskowitz Bldg., Oklahoma City, for \$10,000 school building.

Tenn., Lynchburg—Moore County High School Alumni Assn. planning to raise funds for gymnasium.

Tenn., Millertown—Knox County Board of Education, R. E. Boring, Chmn., Knoxville, will erect new school building.

Tenn., St. Andrews—Wilson A. Gosnell, Archt., Volunteer Life Bldg., Chattanooga, preparing plans for addition to St. Andrews School.

Tenn., Tullahoma—State Board of Education, Lewis S. Pope, Commissioner of Institutions, Nashville, has low bid from Bowlin & Murphy, Viola, at \$47,000, for dormitory for Girls' Vocational School; above amount appropriated, all bids referred to Marr & Holman, Archts., Stahlman Bldg., Nashville.

Tenn., Whitehaven—Shelby County Board of Education, Miss Sue Powers, Supt., Memphis, taking preliminary estimates on 2-story, brick and concrete school building; built-up roof, concrete floors, auditorium seating capacity 1200; George Mahan, Jr., Archt., 700 American Bank Bldg., Memphis.

Tex., Amarillo—Board of City Development, care Col. Harvey H. Haines, planning \$200,000 campaign for erection of executive building for proposed Methodist College.

Tex., Canyon—Board of Regents, West Texas State Teachers' College, approved plans for \$300,000 Education Building; E. F. Rittenberry, Archt., Blackburn Bldg., Amarillo. 7-7

Tex., Falfurrias—School Board, Ed. C. Lasater, Pres., rejected all bids for two \$10,000, 1-story, brick and reinforced concrete, semi-fireproof Grade Schools; Page Brothers, Archts., Austin Natl. Bank Bldg., Austin, and Brownsville, will revise plans and call for new bids. 9-15

Tex., Port Arthur—Port Arthur Independent School District votes Sept. 24 on \$1,500,000 bonds; erect 6 new schools and additions to existing schools. 8-25

Tex., Troup—School Board plans to issue \$10,000 bonds, enlarge school building and add equipment.

Tex., Waxahachie—Trinity University, H. L. Williamson, Bus. Mgr., have completed plans Oct. 1 for \$30,000, 2-story, brick and steel, 90x110 ft. gymnasium; concrete and maple floors, composition roof, equipment and furnishings cost \$5000; address proposals to Capt. W. D. Anderson, Waxahachie Lee Plant; R. H. Hunt Co., Archts., 1407 S. W. Life Bldg., Dallas. See Want Section—Building Materials and Equipment. 9-1

Va., Charlottesville—School Board contemplates erecting high school building.

Va., Norfolk—School Board, Dr. Charles R. Grandy, Chmn., planning \$100,000, 12-room annex to Lafayette school.

W. Va., Clarksburg—Board of Education of Eagle District purchased site for school building at Hughes.

Stores

Ala., Birmingham—Meadowbrook Estates, Inc., Byron Avant, Pres., 308 Jackson Bldg., erect number of business buildings in connection with development on Springville highway.

Ala., Birmingham—M. Casinelli, 606 Eighth Ave. N., erect \$10,000 stores, Fourth St. and Eighth Ave. West.

Ala., Birmingham—Thomas R. Duffey, Archt., 2224 Avenue G, preparing plans for 1-story, 50x50 ft., brick and tile, \$11,000 store building, 39th St. and Second Ave.; built-up roof, cement floor, steel sash; owner's name withheld.

Ark., Batesville—Barrett Brothers contem-

plate erecting 2-story store and office building, Main and First Sts.

Fla., Jacksonville—C. H. Hornstein, 1523 Walnut St., erect \$20,000, 2-story, brick store and clubhouse on Main St.; concrete and wood floors, built-up roof.

Ga., Augusta—Charles W. Bowen, Jr., of Bowen Brothers Hardware Co., 827 Broad St., will erect \$50,000, 2-story, brick, 30x180 ft. store building at 905-7 Broad St.; work start Oct. 1.

Ky., Louisville—J. J. Newberry Co., 487 Broadway, New York City, leased property at 552-4 S. Fourth St.; will improve.

Md., Baltimore—Henry Ortman, 116 W. Lexington St., confectioner, leased N. E. cor. Howard and Franklin Sts.; make improvements; total cost about \$20,000.

Md., Salisbury—Samuel Stoltz soon start work on \$10,000, 2-story brick store and apartment building.

Mo., Kansas City—John T. Sears, 505 Victor Bldg., purchased store building, N. W. cor. 19th and Vine Sts., remodel, add second story.

Mo., St. Louis—R. M. Macklin, 13 N. Jefferson St., has plans by F. J. Robertson & Sons, 13 N. Jefferson Ave., for 2-story and basement store and apartment building, Pendleton and Garfield Sts.

N. C., Asheville—Jackson Campbell Co., Jackson Bldg., erect \$15,000 store building on Broadway.

Okla., Ponca City—E. W. Marland will erect business buildings on E. Grand Ave. between Fourth and Fifth Sts., cost \$250,000; 2 stories, brick and stucco, Spanish type.

S. C., Spartanburg—C. C. McMillin will erect \$60,000, 4-story, 40x138 ft. store building on E. Main St., to be occupied by Kimbrell-Clement Furniture Co.; brick and structural steel; J. B. Simpson, Archt., Montgomery Bldg.

Tenn., Athens—Harry Evans razing Grubb Bldg. at White and W. Washington Sts.; build 2-story brick store and office building.

Tex., Alpine—W. N. Pugh soon let contract for business building.

Tex., Houston—Houston Sporting Goods Co., Inc., leased 1-story brick building at 1005 Main St.; will remodel; R. D. Carter, Pres.

Tex., Houston—W. C. Munn Co., Inc., 612 Main St., purchased 4 blocks of land at Main St. and Bellaire Blvd. as site for community business center.

Tex., Houston—C. J. Wright, 707 Pease St., has permit for \$48,500 addition to present building, 1516 Travis St.

Tex., Plainview—O. M. Unger has plans in progress by Peters, Haynes & Strange for 70x125 ft. brick building.

Tex., San Angelo—Curtis Deason erect \$25,000, 45x90 ft., fireproof business building.

Theaters

Ala., Gadsden—S. V. Bacon planning to erect theater building seat 1500 to 2000.

BUILDING CONTRACTS AWARDED

Association and Fraternal

Ark., Little Rock—W. Frank Ault, Contr., Moore & Turner Bldg., awarded following sub-contracts on \$300,000 Y. M. C. A. building under construction: Millwork, Arkla Sash and Door Co., 2101 E. 17th St.; plumbing and heating, Himstedt & Son, 208 Louisiana St.; stone, Hilliard Bros., E. Ninth St.; electric wiring, Arkansas Electric Co., 316 Louisiana St.; structural and reinforcing steel, Arkansas Foundry Co., Foot E. Sixth St., all Little Rock; elevators, Otis Elevator Co., 2301 Locust St., St. Louis, Mo.; misc. iron, Southern Ornamental Iron Works, 2425 S. Harwood St., Dallas, Tex.; plans by Mann & Stern, A. O. U. W. Bldg., include 5 stories, 120x141-ft., fireproof, reinforced concrete floors and foundation, tile roof; Carver & Morrow, Engrs., Gazette Bldg. 6-9

Mo., St. Louis—Masonic Lodge of Missouri, 3343 Delmar Blvd., let contract to W. Ferris, 2929 Locust St., for \$40,000, one-story, 48x67 ft. brick chapel; slate roof, steam heat; H. G. Clymer, Archt., 620 Wainwright Bldg.

Tex., Mission—Ancient Free and Accepted Masons let contract to Gulf Construction Co., McAllen, for \$27,000, 2-story, 2-story, 47x90 ft. brick business and lodge building.

Va., Blacksburg—Hunter's Lodge of Masons let contract to W. W. Gray for \$25,000, Bedford stone and brick hall.

Ala., Mobile—Saenger Theaters, Inc., J. D. Saenger, Pres., 1401 Tulane St., New Orleans, La., leased Lyric Theater; will remodel.

Ga., Columbus—L. W. Hargett, Lovers Lane, owner of Dixie Theater, and Edwin Tolbert, Mgr., 1220 Broad St., erect \$35,000 motion picture theater in 13th St. district and another in Jordan City section.

Miss., Meridian—Saenger Amusement Co., 1401 Tulane St., New Orleans, La., has plans in progress for remodeling present auditorium of Hamasa Temple of Mystic Shrine, into 1-story and balcony theater; Emile Weil, Inc., Archts., Whitney Central Bank Bldg.

N. C., Charlotte—Nat L. Royster, reported, plans organizing stock company to erect theater building.

Okla., Guymon—C. M. Funk started work on theater building, seating capacity 850.

Tex., Houston—Lawrence Lipper, Post-Dispatch Bldg., has plans in progress by Joseph Finger, Keystone Bldg., for \$50,000, Spanish mission type theatre and store building, Harrisburg Blvd. and Wayside Dr.

Tex., Houston—Metropolitan Club soon receive bids for 1-story, tile and stucco dance hall and theater building, Richmond and Yukon Sts.

Va., Norfolk—Newport Development Corp., J. M. Echols, Pres., 618 W. 34th St., receives bids this week for 50x100 ft., brick, fireproof, \$75,000 Newport Theater, Newport Ave. and 35th St.; include 7 stores and apartments; seating capacity 750 exclusive of balcony; A. O. Ferebee, Archt., Arcade Bldg. 8-25

Warehouses

Ala., Decatur—Sykes & Banks purchased tract near Louisville & Nashville and Southern Railway tracks; erect 200x140-ft. cotton warehouse; will be built in 2 units.

Ga., Adel—Cook County Tobacco Warehouse plans extension.

Ky., Hazard—Sterling Hardware Co. start work at once on warehouse.

Mo., St. Louis—Max Aber, 1124 N. Seventh St., has plans in progress by Leo Abrahams, 1123 Chemical Bldg., for \$35,000, 2-story and basement, brick, 122x50-ft. warehouse, 17th and O'Fallon Sts.

N. C., Winston-Salem—National Manufacture & Stores Corp., L. J. Kahn, Vice-Pres., 534 N. Liberty St., will erect warehouse. See Woodworking Plants.

Tex., Harlingen—Walter Verhalen Co., Republic Bank Bldg., Dallas, will erect 200x50 ft., corrugated iron warehouse.

Tex., Houston—Vermont Marble Co. of Texas, Binz Bldg., erect \$13,000, 82x60-ft., steel and concrete warehouse at Clinton Road and Kansas St.

Tex., Houston—William D. Van Sieten & Co., Archts., preparing plans for 100x150 ft., \$25,000, brick and mill warehouse, for International Drug Co.

Tex., San Angelo—Franklin Plumbing Supply Co., Abilene, reported, will erect building on Santa Fe right of way; W. C. Franklin, representative.

Bank and Office

Tex., Alice—Alice State Bank, P. A. Presnall, Pres., let contract at \$24,384 to Dougherty-Nichols-Young Constr. Co., 404 Builders Exchange Bldg., for 2-story, 68x40-ft., brick, tile and frame addition; reinforced concrete foundation and beams, marble, plaster and metal lath, ornamental iron; Hardy & Curran, Archts., Nixon Building, Corpus Christi. 8-18

Tex., Rio Hondo—Arroyo State Bank, John T. Lomax, Pres., San Benito, started foundation for \$10,000, 1-story, 30x56-ft., fireproof, brick and stucco bank building for which Louis A. Wheeler has contract; Johns Manville roof, concrete foundation, cement floors; Harvey P. Smith, Archt., Natl. Bank of Commerce Bldg., San Antonio. See Want Section—Building Material and Equipment. 9-8

Tex., San Antonio—C. L. Witherspoon, Frost Natl. Bank Bldg., let contract to Heath-Kinsey Constr. Co., 401 Builders Exchange Bldg., for \$50,000, 2-story, concrete and brick office building, N. Alamo St., between 6th and 7th Sts.

Churches

Ky., Louisville—Samuel Plato, Contr., 608 W. Walnut St., taking sub-bids on \$100,000 building, 521 W. Gray St., for Green Street Baptist Church. H. W. Jones, Pastor; 2

stories, 58-98 ft., fireproof, stone, brick and steel, concrete foundation, wood floors, composition roof; Plato & Evans, Archts., 608 W. Walnut St. See Want Section—Building Material and Equipment. 9-15

La., New Orleans—Methodist Episcopal Church let contract to Hortman-Salmen Co., 3901 Carrollton St., for \$14,000, 40x77-ft., frame building, Joliet St. between Plum and Oak Sts.; Sam Stone, Jr., & Co., 1800 Masonic Temple Bldg. 9-15

Miss., Georgetown—Baptist Church let contract to J. S. Robins, Crystal Springs, for \$15,000 building. 7-14

Okla., Sapulpa—Methodist Church erecting \$124,000 building. Address The Pastor.

Okla., Shawnee—Draper Street Baptist Church, Rev. Dan S. Brinkley, Pastor, reported, let contract to E. L. Bazwell, 18½ West Third St., Tulsa, for \$75,000 stone building, Eden and Main Sts.

Okla., Tonkawa—Methodist Episcopal Church let contract at about \$63,000, including heating and plumbing, to Fisher Construction Co. for building; brick, stone and concrete, 2 stories, struct. iron, composition roof, hot air heat; Sorey & Vahlberg, Archts., Braniff Bldg., Oklahoma City. 8-25

Tex., Plainview—Church of Christ, D. O. Davis, Chmn. Bldg. Comm., let contract to W. J. Mitchell for building; brick and interlocking tile; J. C. Goodwin, Archt. 6-22

City and County

Fla., Panama City—Bay County let contract to Woodcock Construction Co., Duval Bldg., Jacksonville, for remodeling north end of courthouse for offices of county officials.

La., Lafayette—Tile Shop, Inc., 824 Carondelet St., New Orleans, has contract for tile floors and tile base for Lafayette Parish Courthouse on which brick work is nearly completed and plastering started; General Contracting Co., Contr., 607-21 Nogalitos St., San Antonio; Wm. T. Nolan, Archt., Canal-Commercial Bank Bldg., New Orleans. 9-8

Mo., St. Louis—Board of Public Service, E. R. Kinsey, Pres., let contract at \$127,264 to Kellerman Contracting Co., 422 Victoria Bldg., for 2-story, 63x127 ft., brick morgue, 1300 Clark Ave.; composition roof, steam heat; A. Osburg, Archt.; L. R. Bowen, Engr., both 12th and Market Sts. 8-25

Okla., Beaver—Enid Steel Fixture Co., 123 W. Maple St., Enid, has contract at \$12,863 to equip \$150,000 courthouse; S. S. Strong, Contr.; Butler Co., Archts., Herskowitz Bldg., Oklahoma City. 8-18

Tex., Beaumont—J. T. Boot has roofing contract for \$300,000 city hall under construction; F. W. Steinman & Sons, Archts., San Jacinto Life Bldg., Beaumont; J. H. Reddick, Contr., Kennedy Bldg., Fort Smith, Ark. 5-19

Tex., Caldwell—Burleson County, G. W. Grant, Judge, let contract to T. B. Hubbard Construction Co., 1507 Shepherd St., Houston, for \$150,000 courthouse and jail; 113x57 ft., 2 stories and basement, brick and reinforced concrete, hollow tile, stone trim; J. M. Glover, Archt., Bankers' Mortgage Bldg., Houston; plumbing and heating, E. Kutz Schback, Taylor; electrical work, John L. Martin, Austin. 8-18

Tex., Weslaco—City, D. E. Kirgan, Mayor, let contract at \$33,893 to J. L. Stone for 2-story, brick and reinforced concrete city hall and fire station; cast stone, tile roof; plumbing, Ideal Plumbing Co., 1806 S. Hackberry St., San Antonio; electric wiring, Guarantee Electric Co., Harlingen; R. Newell Waters, Archt., Security State Bank Bldg. 9-8

Va., Culpeper—Town, Byrd Leavell, Chmn. Bldg. Comm., let contract to Taylor Manufacturing Co., Prospect, for \$35,000, 2-story and part basement town hall. 8-4

Dwellings

Ala., Birmingham—Mrs. G. B. McCormack, Southwood Rd., let contract for \$40,000 residence, Mountain Brook Estate, to Underwood-Bayly, Rosedale St.; excavating; hollow tile, half timber and stucco, 2 stories, L-shaped, about 78x27-ft. and 96x27-ft., cement, tile, red oak, select oak and yellow pine floors, concrete foundation, blue black slate roof; Miller & Martin, Archts.; J. A. Lewis, Engr., both 910 Title Bldg. 9-8

Ark., Hot Springs—Dr. M. D. Gibbs, 1714 Central Ave., let contract to Wm. H. Guthrie, 138 Gulpha St., for Spanish type stucco residence on Edgewood Ave.; K. P. Almond, Archt., 1205 W. Grand St.

Ark., Hot Springs—J. C. Ross, 307 Marri-son Ave., let contract to Suit & Brown for brick veneer residence; hardwood floors,

composition shingle roof; K. P. Almond, Archt., 1205 W. Grand St.

Fla., Cross City—Frank Bourie, Contr., erecting 3 residences on N. Cedar St.

Fla., Jacksonville—A. L. Wadkins, 4320 Springfield Blvd., erect two 1-story frame dwellings, 25th St. between Pearl and Perry Sts.; owner builds; also 1-story frame dwelling, Remington St., between Lechade and Belvedere Sts., for Fred Jones, 305 Barnett Natl. Bank Bldg.; total cost \$10,500.

Fla., Jacksonville—Herbert W. Adams erect \$18,000 residence; brick veneer, 2 stories; H. C. Dozier, Archt., Barnett Bldg.; John Fuhrer, Contr., West Bldg.

Fla., Jacksonville—Chas. F. Budd, 2794 St. Johns Ave., erect two \$12,000 brick and tile residences, Doric St. near Baltic St.; Bill Gilbert, Contr., 218 W. Adams St.

Fla., Miami—F. S. Benedict started work on two \$5000, 6-room bungalows, 3431 Sheridan Ave., and on block 10, Orchard subdivision.

Fla., Miami—Geo. D. Morgan erect \$75,000 residence, 3400 Alton Rd., Nautilus subdivision; 2-stories, 67x119-ft., concrete piling foundation; Walter C. DeGarmo, 39 S.E. 6th St., Archt.; Chas. McKenzie, Contr., Professional Bldg.

Fla., Tampa—Jones-Conquest Constr. Co., 302 Franklin St., started work on \$20,000, 2-story, 34x54 ft., tile and stucco residence, Blanca Ave., for Ruby K. Weissinger, 618 Citizens Bank Bldg.; furnishings and equipment, \$9000 to \$10,000; hardwood and tile floors, tile roof, reinforced concrete foundation on piling; Schumacher & Winkler, Archts., Peninsular Telephone Bldg. 9-15

Ga., Atlanta—P. B. Hopkins & Son, Palmer Bldg., erect five brick bungalows, Barnett St. and Linwood Place; cost \$25,000; also 1-story, brick veneer dwellings, 386 Forrest Road, N. E., \$13,500; owner builds.

Ga., Atlanta—Francis Day Nursery and Good Will Center erect \$12,000, 2-story, brick veneer residence, 816 Pelham St. N. W.; composition roof, hardwood floors; construction by owner.

Ga., Savannah—George R. Homan started work on brick veneer bungalow, Edgewood road and Gordon Ave., Gordonston; 45x56 ft., asbestos shingle roof, oak floors, concrete foundation; all sub-contracts let; C. W. Bergen, Archt., Liberty Bank and Trust Bldg.

La., New Orleans—Oswald Newell, 4111 Darnell St., let contract to B. A. Russ, 1008 Soniat St., for \$12,000, 40x44 ft., 2-story residence, 140 Fairway Drive.

La., New Orleans—Joseph Cabibi, 1600 N. Claiborne St., let contract to Geo. L. Lupo for \$20,900 residence, Claiborne and Napoleon Sts.

Md., Baltimore—Dr. John McF. Bergland let contract to G. Walter Tovell, Eutaw and Monument Sts., for \$30,000 residence, Underwood Road, Guilford; 82.2x32 ft., 2½ stories, brick, concrete foundation, slate roof, wood floors, porches, garage attached; hot water heat under separate contract; Mottu & White, Archts., 527 N. Charles St.

Md., Baltimore—Chas. E. Litzinger, 3678 Falls Road, erect thirteen 2-story, 12x28 ft., brick dwellings, Pleasant Place, south of 36th St.; slag roofs, wood floors, concrete foundations; cost \$19,000; F. E. Beall, Archt., 306

Md., Baltimore—Carl C. Porter, 352 Gwynn Ave., erect \$10,000, 2-story, 31x47 ft., frame dwelling and garage, 308 St. Dunstan Road; slate roofs, hot water heat; Machen & Dixon, Archts., 312 N. Charles St.; owner builds.

Md., Baltimore—Otto F. Unger, 6 W. Franklin Ave., three 1-story frame, 25x38 ft., hot air heat; owner, Archt.-Builder.

Md., Baltimore—Harry J. Mohr, 5000 Denmore Ave., let contract to Peyton B. Strobel Co., 206 E. Lexington St., for 2½-story, 11-room and 3-bath, Colonial brick dwelling on Glittings Ave., Pinehurst section; Harold Appleton Stillwell, Archt., 206 E. Lexington St.

Md., Baltimore—Mutual Constr. Co., 5702 Bellona Ave., erect \$11,000, 2½-story, 33x24 ft., brick dwelling and garage, 4607 Putney way; slate roofs, hot water heat; O. D. Hampson, Archt.; owner builds.

Md., Baltimore—John L. Tregellas, 10 E. Fayette St., erect five 2½-story frame dwellings east side Belmont Ave. north of Strathmore Ave.; 26x30 ft., shingle roofs, hot air heat; B. Evander, Archt., 20 E. Lexington St.; owner builds.

Md., Baltimore—Mueller Constr. Co., Gunther Bldg., erect \$11,000, 2½-story, 37x31-ft. dwelling and garage, south side Enfield road near Charles St. Ave.; slate roof, hot water heat; Flounoy & Flounoy, Archts., 306 St. Paul St.

Miss., Okolona—W. M. Pannell, Jr., erect-

ing \$10,000, brick veneer residence, N. Main St.; concrete foundation.

Mo., Kansas City—Fletcher-Cowherd Co., 900 Grand Ave., erect \$12,000, 2-story, 35x26 ft., 636 W. 57th St.; owner builds.

Mo., St. Louis—H. Hinrichs, Jr., 1008 Loughborough St., erect 3 one-story, 24x34 ft., brick dwellings, 6430-36 Alabama St.; cost \$10,500; asphalt roofs, hot water heat; owner, Archt.-Bldr.

Mo., St. Louis—R. R. Rosemond Co., 6115 Gravois St., erect six 2-story, 25x46 ft., brick tenements, 5048-64 Mardel St.; cost \$30,000; composition shingle roofs, hot water heat; owner, Archt.-Bldr.

Mo., Trenton—Lem Ballew started work on three 5-room dwellings, Princeton road.

Mo., Trenton—Ellis Bros. begun work on four 4 and 5-room dwellings, 2800 block Mable St.

Mo., University City, St. Louis—Advance Realty and Bldg. Co., 1224 Waldron St., erect \$12,000, 2-story, 40x44-ft. residence, 7217 Princeton Ave.; tile roof, steam heat; Chas. W. Gorges, Archt., 1224 Waldron St.; owner builds.

N. C., Winston-Salem—W. T. Surratt, 2311 Queen St., erecting 4 brick veneer dwellings, Greenway Place; cost \$6000 each, 1 story, 25x54-ft., brick foundations, composition roofs, steam heat; Realty Bond Co., Contr.; no supplies desired.

Tenn., Memphis—W. P. Baxter of Manhattan Savings Bank & Trust Co., let contract to South, Whitten & Haley, First National Bank Bldg., for \$10,000 residence.

Tenn., Memphis—Mrs. Blanche Blair let contract to South, Whitten & Haley, First National Bank Bldg., for \$12,500 bungalow, 865 Avalon St.

Tenn., Memphis—E. P. Carsley, Sec., American Building and Loan Assn., erect 7-room brick bungalow, 855 Dickinson St.; South, Whitten & Haley, Contrs., First Natl. Bank Bldg.

Tenn., Memphis—Miss Marie Eckerly let contract to South, Whitten & Haley, First Natl. Bank Bldg., for \$10,000, 7-room residence, 755 Dickinson St.

Tex., Houston—W. R. Fulton started work on two 2-story brick veneer duplexes, 2502-06 Hazard St., cost \$16,400; 12 rooms and 2 baths.

Tex., Houston—Henry Yates, Contr., Humble Bldg., completed concrete foundation for \$17,600, 2-story, 52x30 ft., brick veneer residence, 2622 Riverside Drive for Otis Massey, 1405 Elgin St.; asbestos shingle roof, hardwood floors; J. E. Herbert, Archt., Humble Bldg. 9-15

Tex., Houston—L. W. Babbitt, Chronicle Bldg., started work on \$12,000, 2-story, 12-room brick veneer duplex residence, 2214 Arbor St., for Mrs. Abbie J. Hooks, 3810 Fannia St.

Tex., Houston—Leo M. Furman, 2520 Canal St., let contract to R. L. Drake, 1717 Chestnut St., for \$25,000, 1-story, brick veneer residence, Southmore and Caroline Sts.; Joseph Finger, Archt., Keystone Bldg. 9-15

Tex., Houston—O. S. Lamb started work on 2-story, 10-room brick veneer duplex, 1437 Sul Ross St.; asbestos shingle roof; Lightfoot Construction Co., Contr., 3103 Main St.

Tex., Houston—J. M. Sample let contract to W. J. Goggan, Electric Bldg., for \$13,500, 2-story, 8-room brick veneer residence, 2430 Rosedale St., Riverside Terrace.

Tex., Houston—Mrs. Emily Wilkerson let contract to O. P. Steeger for \$12,300, 2-story, brick veneer duplex, 1806 Rosedale St.; J. W. Northrop, Jr., Archt., West Bldg.

Tex., Victoria—H. A. Abshier let contract to Eugene Tuttle for \$11,000 residence, W. Commercial St.

Tex., San Antonio—Roy R. Campbell, Campbell Lumber Co., 1337 S. Flores St., let contract to H. B. Allen, 217 Fredericksburg road, for \$23,000, 2-story, tile residence, 130 Oakmont St.; Thomson & Swaine, Archts., Alamo Bank Bldg. 8-25

Va., Lynchburg—L. E. Lichford, 112 Cabell St., let contract to Hamilton Bros., Lynch Bldg., for \$31,000 residence, 3841 Peakland place.

Government and State

Okl., McAlester—State Board of Public Affairs, G. C. Wollard, Oklahoma City, let contract at \$26,840 to J. B. Mann, 214 N. Harvey St., Oklahoma City, for heating and plumbing in \$150,000 cell building under construction at Oklahoma State Penitentiary by Southern Prison Co., Dallas, Tex.; Layton, Hicks & Forsyth, Archts., Braniff Bldg., Oklahoma City. 7-21

Hospitals, Sanitariums, Etc.

Fla., Tampa—Delegacion del Centro Astruriano de la Habana, Inc., L. Torres, Pres., Nebraska Ave., let contract at \$173,500 to W. P. Richardson Construction Co., 816½ Franklin St., for administration and surgical buildings after plans by Fred J. James, Archt., Citizens Bank Bldg.; former 1 story, 152x210 ft., H shape; latter 44x144 ft., both pavilion type; contract for \$30,000 utility building not yet let. 9-15

Ga., Savannah—Telfair Hospital, Mrs. J. Randolph, Anderson, Pres., let contract to Thos. R. Worrell, 101 E. 40th St., for 4-story, 40x110 ft., Colonial type, brick, fireproof addition; wood and linoleum floors, concrete foundation, gravel roof; Otis elevator; Levy & Clark, Archts., 810 Blum Building. 9-8

Okl., Norman—State Board of Public Affairs, G. C. Wollard, Chmn., Oklahoma City, let contract at \$143,793 to C. M. Dunning Construction Co., 420½ N. Hudson St., Oklahoma City, for infirmary, University of Oklahoma. 9-8

Okl., Norman—State Board of Public Affairs, G. C. Wollard, Chmn., let contract at \$166,640 to Tankersley Construction Co., for acute service building, Central Oklahoma Hospital; Layton, Hicks & Forsyth, Archts., Braniff Bldg., all Oklahoma City. 9-8

Okl., Supply—State Board of Public Affairs, G. C. Wollard, Chmn., Oklahoma City, let contract at \$162,400 to Mann Co., Cotton Exchange Bldg., Oklahoma City, for acute service building, Western Oklahoma Hospital.

Okl., Tahleah—State Board of Public Affairs, G. C. Wollard, Chmn., Oklahoma City, let contract at \$94,750 to Bailey-Burns Construction Co., Norman, for recreation dining hall, Eastern Oklahoma Tuberculosis Sanatorium. 9-8

Okl., Vinita—State Board of Public Affairs, G. C. Wollard, Chmn., Oklahoma City, let contract at \$142,490 to Manhattan Construction Co., Muskogee, for ward building, Eastern Oklahoma Hospital. 9-8

Tenn., Memphis—City, C. C. Pashby, Clk., let contract at \$77,750 to J. B. Hanson & Co., Inc., 769 Vance Ave., for 2-story, reinforced concrete and brick children's building, General Hospital; Jones & Furbringer, Archts.; Gardner & Howe, Engrs., both Porter Bldg. 9-8

Tenn., Knoxville—City, Charlton Karna, Mgr., let contract at \$48,153 to Lynn A. Hayes, Dooley-Gillespie Bldg., for 40-bed contagious disease unit at Knoxville General Hospital; plumbing and heating, \$14,899, Keener & Slatery; installing refrigerating plant, \$9896, East Tennessee Electric Co., 718 S. Gay St.; individual equipment and cabinets, \$16,052, Knoxville Store Fixture Co., 308 W. Jackson Ave.; finish hardware, Woodruff Hardware Co., 424 Gay St.; ward supplies and equipment, \$4478, White Surgical Co., Medical Bldg.; Manley, Young & Meyer, Archts., 302 W. Church St. 9-8

Hotels and Apartments

Ala., Birmingham—J. C. Meyers erecting \$20,000, 2-story, brick veneer, 36x44-ft. apartment house, S. 14th St., with day labor.

Fla., Coral Gables—P. D. Armond let contract to S. R. Carroll for \$16,000, 2-story apartment house at 42 Avenue Montilla.

Fla., Jacksonville—P. N. Coleman, 1220 Graham Bldg., let contract to S. S. Jacobs Co., 216 Lutz Bldg., for \$50,000, 2-story, brick and tile, 8-apartment building, Pine between Avondale and Challen Sts.

Fla., Jacksonville—Phillip N. Coleman, Pres. American Cross Arm Co., Graham Bldg., let contract to S. S. Jacobs Co., Lutz Realty Bldg., for \$100,000, 2-story and basement, stucco and half-timber apartment building, between Edgewood and Challen Aves.; English type, stone trim, slate roof, electric refrigeration, concrete and wood floors; Marsh & Saxelbye, Archts., Consolidated Bldg.

Ga., Atlanta—H. W. Belfor Realty Co., 865 Vedado Way N. E., soon start work on second unit of twin co-operative apartment houses, Collier and Wycliff Roads; \$165,000 each, 3 stories, 12-family structures; first unit nearing completion; H. W. Belfor, builder.

Mo., St. Louis—F. Yawitz, 2333 Pine St., erect \$25,000, 3-story, brick, 64x60 ft. stores and hotel at 2322-26 Olive St.; tar and gravel roof, steam heat; owner builds.

Mo., St. Louis—Leo K. Milberger, Owner and Archt., 5212 Murdoch St., erecting two \$40,000, 2-story and basement, 36x113 ft., 10-unit apartment houses, Nebraska and Miami Sts., and Oregon and Charlton Aves.; tar and gravel roofs, structural steel, terra cotta; Frank C. Sipp, Contr., 5142 Rosa St.

Mo., St. Louis—G. Thaler, 3311 Potomac

st., let contract to J. Cook, 2160A Linton St., for \$10,000, 2-story, 24x50 ft. tenement. 3652 Dunnica St.; asphalt shingle roof; B. Ossowsky, Archt., 1019 Eller St.

Mo., University City, St. Louis—William R. Sittig, Jr., 5202 Raymond St., erect \$10,000, 2-story, brick single flat and garage, 7118 Tulane St.; composition shingle roof, hot water heat; Eugene C. Braun, Archt. & Contr., Clayton, Mo.

Okla., Enid—Charles C. Peppers, Box 858, erecting Spanish type, brick, 8-apartment house at 1506 E. Broadway; electric refrigeration, hot and cold water, steam heat; John Blair, Archt., Palace Bldg., Tulsa; H. H. Parsons, Contr., Box 858.

Okla., Shawnee—Hilton Phillips let contract to G. P. Carr Construction Co., for 10-story hotel building, reported to cost \$300,000; A. C. Davis & Son, Archts.

Tenn., Knoxville—O. W. Sweat, Contr., completed foundation work for English style, \$30,000, 2-story, brick, 8-apartment house at 2518 Magnolia Ave.; 4 rooms and bath each; Frigidaire electrical refrigeration units, electric ranges; brick work by Hoss & Gerwin; Frank Barber, Archt.

Tex., Bryan—R. W. Howell let contract to Bellows-MacLay Construction Co., Kirby Bldg., Dallas, at \$250,000, for 100-room Hotel La Salle, to be leased by Dupree Fountain, Vice-Pres. and Gen. Mgr. Auditorium Hotel; to be furnished throughout by Albert Pick & Co., 212 W. Randolph St., Chicago, Ill.; George L. Walling, Archt., Austin.

Tex., Eastland—Jesse H. Jones, Goggan Bldg., Houston, and associates, recently let contract to Bellows-MacLay Construction Co., Kirby Bldg., Dallas, for \$300,000, 125-room, brick, stone, reinforced concrete, fireproof, 8-story Connell Hotel at W. Main St. and Mulberry Ave.; Wyatt C. Hedrick, Archt., First Natl. Bank Bldg., Fort Worth.

Tex., San Angelo—Anton F. Korn, Archt., completed foundation for \$50,000, 2-story, brick veneer efficiency apartment building, W. Beauregard St.; tile roof, 100x190 ft., 12 individual garages in rear, equipment and furnishings cost \$10,000; H. L. McBride, Contr., 5414 Willis St., Dallas.

Miscellaneous

Fla., Miami—Carl G. Fisher Properties, 846 Lincoln Rd., let contract to Gunn & Goll for La Gorce Island clubhouse; cost \$90,000, equipment and furnishings \$55,000. August Geiger, Archt., 424 Calumet Bldg.

Ga., Savannah—Order of Railway Conductors, L. E. Sheppard, Pres., Cedar Rapids, Iowa, start work at once on servants' quarters, laundry and garage, costing \$40,000, on Oakland Island; Wallin & Comer, Archts., Realty Bldg.; James T. Stewart & Co., Inc., Contrs., 17 E. 42nd St., New York, and 408 Pine St., St. Louis.

La., Alexandria—Board of Trustees State Industrial School for Girls, W. T. Mayo, Pres., 1915 Fairfield St., Shreveport, let contract to Hedges & Hedges, Natchitoches, at \$45,980, for two 2-story, brick, English type cottages on Ball tract, near Alexandria; J. W. Smith & Associates, Archts., Ouachita Bank Bldg., Monroe.

Md., Baltimore—Mission Helpers of the Sacred Heart let contract to Fraline Bros. & Haley, 19 W. Franklin St., for 3-story, 63x100-ft. laundry and day nursery building, at Biddle and McCulloh Sts.; also alter convent building; to cost \$100,000, including equipment; George R. Callis, Jr., Hearst Tower Bldg., Archt.

Railway Stations, Sheds, Etc.

Fla., Dade City—Seaboard Air Line Railway, W. D. Faucette, Ch. Engr., Norfolk, Va., let contract to E. W. Parker, 305 Cass St., Tampa, for new passenger station.

Tenn., Memphis—Fischer Heating Co., 367 Adams St., received contract for heating fixtures for \$85,000 Illinois Central Railway mailing station under construction by Ganger-Korsmo Construction Co., Fidelity Bank Bldg.

Schools

Ala., Mobile—Mobile County Board of School Commrs., W. C. Griggs, Supt., let contract to Strauss-Curley Co., at \$18,560, for fourth unit to school building at Crichton; George B. Rogers, Archt., 1007 Van Antwerp Bldg.

Ark., Little Rock—School Board let contract to Witherspoon & Parrott, at \$19,449, for 4-room, brick veneer Wilson School building.

Fla., Clearwater—Florida School Supply Co., 1010 Ellamae St., Tampa, received contract for 718 auditorium seats for Clear-

water High School auditorium and Child's Park elementary, for Pinellas County Board of Public Instruction.

Fla., Tampa—Hillsborough County Board of Public Instruction let contract to J. L. Crouse, American Bank Bldg., Greensboro, N. C., for \$757,000 East Side Senior High School building, bounded by Central, Branch, Wilder and Osborne Aves.; brick, ornamental terra cotta, part reinforced concrete and part wood, Barrett and slate roof; Francis J. Kennard & Son, 503 Zack St., and Lyman V. Martin, Asso. Archts.

Ga., Jessup—Board of Trustees Jessup School District erecting 6-room addition to High School.

Ga., Hoboken—Rev. A. M. McCoal let contract to A. L. Barbour, Folkston, for \$18,880, 1-story, brick veneer, 7-classroom and auditorium school building; hardwood floors, Flintkote roofing; E. G. Holt, Archt., Augusta. See Want Section—Building Materials and Equipment.

Ga., Macon—Greater Wesleyan College, Dr. Wm. F. Quillan, Pres., let contract to Southern Ferro-Concrete Co., 70 Ellis St., N. E., Atlanta, Ga., for second unit of college plant, cost \$600,000; buildings to be constructed under this contract are language hall, science hall, gymnasium and power house; administration building will not be built at this time; O'Pry Plumbing & Heating Co., 163 Cotton Ave., Macon, plumbing and heating at about \$150,000; Walker & Weeks, Archts., 1900 Euclid Ave., Cleveland, Ohio; Dunwoody & Oliphant, Asso. Archts., 460 Broadway; same Gen. Contrs. also have contract for first unit now under construction.

Ky., Hawesville—Board of Education let contract to Lockett & Calhoun, Calhoun, for \$40,000 High School building.

Md., Frederick—Frederick County Board of Education, Leslie N. Coblenz, Pres., let contract to W. C. Geesey, at \$17,500, for 4-room school at Urbana; A. A. Hileman, Archt.; considering purchase of site for elementary school in western section of Frederick.

Miss., Blue Mountain—Blue Mountain College, Dr. L. T. Lowrey, Pres., let contract to Chastang Construction Co., 1101 Robinson St., Jackson, at \$191,690, for 3-story, fireproof, administration building and 3-story and basement, 50-room dormitory; J. M. Spain, Millsaps Bldg., Jackson, Archt. for administration building and Walter R. Nelson, Shrine Bldg., Memphis, Tenn., Archt. for dormitory.

N. C., Charlotte—Mecklenburg County Board of Education let contract to L. S. Costner at \$22,000 for addition to Cornelius school; heating and plumbing to Piedmont Heating & Plumbing Co., Gastonia, \$5637; electrical work to T. M. Casey, Salisbury, \$252.

N. C., Durham—Durham County Board of Education broke ground for \$25,000 Glenn school; 7 rooms, auditorium and library; Luther H. Barbour, Supt.

N. C., Durham—Board of Education let contract to George W. Kane, First Nat. Trust Bldg., for \$132,000, 2-story and basement, 173x60-ft. and wing, 70x52.10-ft. West Durham school; concrete slab, oak top floors, concrete foundation, slate and composition roof; Warren Webster vapor system heating to Carolina Heating & Engineering Co., 318 Holland St.; electric work in general contract; plumbing not yet let; Atwood & Nash, Inc., Archts. and Engrs., 414 Trust Bldg. See Want Section—Building Materials and Equipment.

N. C., Oxford—Prof. A. F. Greaves-Walker, Dept. of Ceramic Engineering, North Carolina State College, Raleigh, completed plans for fireproof tobacco curing barns at Tobacco Experiment Station; materials will include brick, hollow tile, concrete tile and frame; manufacturers donating brick, hollow tile and concrete tile; work under supervision of staffs of the Engineering Experiment Station and the Agricultural Experiment Station.

Okla., Bearden—William Black, Contr., Okemah, taking bids on materials for addition to and remodeling school building; millwork to Marshall Lumber Co., 429 N. 3d St.; steel, Muskogee Iron Works, Frankfort and Spaulding Sts., both Muskogee.

Okla., Chickasha—State Board of Public Affairs, J. Robert Gillam, Sec., let contract to Kreinke Construction Co., Hersk Bldg., both Oklahoma City, at \$180,371, for Senior Building and Physical Education Building, Oklahoma College for Women; Layton, Hicks & Forsyth, Archts., Braniff Bldg., Oklahoma City.

Okla., Durant—H. W. Underhill Construction Co., Braniff Bldg., Oklahoma City, let following sub-contracts on \$110,000 library building, Southeastern State Teachers' College: Stone, Consolidated Cut Stone Co.,

1323 E. 5th St., Tulsa; steel, J. B. Klein Iron & Foundry Co., 1006 N. 2d St.; plumbing and heating, L. C. Kimsey, 2808 West Park; wiring, Wetherbee Electric Co., 510 N. Hudson St., all Oklahoma City; Sorey & Vahlberg, Archts., Braniff Bldg., Oklahoma City.

Okla., Norman—State Board of Public Affairs, J. Robert Gillam, Sec., let contract to Reinhart & Donovan, Trades Natl. Bank Bldg., both Oklahoma City, at \$224,900, for medical school building at University of Oklahoma.

Okla., Sulphur—State Board of Public Affairs, J. Robert Gillam, Sec., Oklahoma City, let contracts to G. C. Frier, at \$91,843, for gymnasium and store room at School for the Deaf; Walter T. Vahlberg, Archt., 2041 W. 21st St., Oklahoma City.

Okla., Tahlequah—State Board of Public Affairs, J. Robert Gillam, Sec., Oklahoma City, let contract to Muskogee Construction Co., Muskogee, at \$118,900, for library building, Northeastern State Teachers' College.

S. C., Greer—Greer School District Board of Trustees erecting \$11,000, brick, 60x80-ft., 4-room school building between Greer and Franklin Mills; J. C. Cunningham, Contr.

Tenn., Bruceton—Carroll County Board of Education, Huntingdon, pouring foundations for \$40,000, brick Central High School between Hollow Rock and Bruceton; 2 story, 48x162 ft., 1 story 48x77 ft., beach floors, concrete foundation, Barrett roof; equipment and furnishings cost \$6000; Nevins & Owens, Archts., Independent Life Bldg., Nashville; Kenneth Smith, Contr.

Tenn., Nashville—Davidson County Board of Education started foundation for \$25,000, 1-story, 122x40-ft. grammar school, Leake Ave. and Westover Drive; stone foundation, brick and cut stone, steel windows, wood construction inside, pine floors, built-up roof; Marr & Holman, Archts., Stahlman Bldg.; Boone Contracting Co., Contrs., 201 Ind. Life Bldg.

Tex., Amarillo—Board of Education let contract to Gau & Vogel, at \$12,227, for 4-room, brick school in Humphreys Highlands.

Tex., Gatesville—State Board of Control, Dr. H. H. Harrington, Chmn., Austin, let contract to William Smith, 1320 Franklin Ave., Waco, for \$22,000 dormitory at Boys' Training School; M. W. Scott, Archt., 412½ Franklin Ave., Waco.

Tex., Henrietta—Board of Trustees Henrietta Independent School District let contract to L. J. Gentry, at \$43,000, for brick and stone High School building; heating and plumbing to Koriath & Co., Sherman, \$6900; 7 classrooms, study hall, administrative offices, combination auditorium-gymnasium; Voelcker & Dixon, Archts., Kahn Bldg., Wichita Falls.

Tex., Pottsboro—School Board let contract to Altman & Wood Brothers, Sherman, for 1-story, brick, 5-room, 90x56-ft. school building; John Tulloch, Archt., Sherman.

Va., Harrisonburg—W. H. Keister, Supt. of Schools, let contract to Harrisonburg Building & Supply Co., at \$177,968, for first unit of High School building; Charles M. Robinson, Archt., 1002 Times Dispatch Bldg., Richmond.

Stores

Ala., Mobile—Heningburg & Brown, Contrs., erecting brick 6-store building at Joachim and St. Michael Sts., for E. C. Ellis.

Md., Baltimore—Louis Fisher, 104 Honkins Pl., and others, erecting \$50,000, 2-story, brick, 74x126 ft. store building, S. W. cor. Baltimore and Fremont Sts.; slag roof, steel; S. Russell, Archt., 11 E. Lexington St.

Md., Baltimore—Edward Akhurst let contract to J. Ross Lotts, 3633 Elm Ave., for \$10,000, 1-story, brick, 19x21 ft. building at 3349 Greenmount Ave.; A. Green, Archt.

Mo., Clayton, St. Louis—H. B. Carson, 152 Linden St., let contract to Higbee Bros. Construction Co., Central Nat. Bank Bldg., for \$25,000, 100x30-ft. stone building; Maritz & Young, Inc., Archt., Chemical Bldg.

Mo., University City, St. Louis—Charles J. Cella, Central Nat. Bank Bldg., let contract to Hercules Contracting Co., Wainwright Bldg., wreck and remodel brick building at 6601-3 Delmar Blvd.; \$20,000; Charles H. Deitering, Archt., Central Nat. Bank Bldg.

Okla., Wewoka—J. L. Dixon let contract to H. W. Underhill Construction Co., Braniff Bldg., Oklahoma City, at \$24,500, for 2-story, 50x116-ft. store and office building; general contract includes heating, plumbing and wiring; Edward J. Peters, Archt., Shawnee.

Tex., Alpine—D. N. Scott let contract to J. C. Bean, Marfa and Alpine, for \$10,000.

tile business building on Fifth St.; face brick and plate glass front.

Tex., Amarillo—R. L. Underwood, 1620 12th St., Wichita Falls, let contract to W. Frank Little for \$24,000, 1-story, brick, 76x136-ft. mercantile building at 209 Buchanan St.

Tex., Hillsboro—Fred Muhl, Waco, owner of Browning Flats Bldg., recently burned, let contract to J. C. Cline, Waco, for remodeling.

Tex., Houston—R. S. Pearson, 3418 McKinney Ave., started foundations and framing for \$10,000, 2-story, brick veneer, 42x50 ft. stores and apartments building, 7133 Harrisburg St.; H. A. Salisbury, Archt., 1524 Post Dispatch Bldg.; work by day labor. 9-15

Tex., Plainview—Clarence Green started work on 2-story, brick and tile, 50x80 ft. business building on Ash St.; owner builds.

Tex., San Angelo—T. W. Taylor let contract to S. H. Turrentine, for \$20,000, 2-story, 50x100 ft. store building on N. Chadbourne St.

Tex., Sebastian—Neilsen & Wentz let contract to Anderson & Vassburg, at \$29,000, for 1-story, reinforced concrete, brick and

hollow tile, 150x70-ft. business building; Van Horn & Smith, Archts., Harlingen. 8-18

Va., Appalachia—Morton & Parker, owners of building on Main St., recently burned, let contract to Pyle Brothers, Kingsport, Tenn., for 1-story, fireproof brick building.

Theaters

Ky., Louisville—George A. Fuller Co., Contrs., Marquette Bldg., Chicago, Ill., let following sub-contracts on \$1,500,000 theater, to be leased by Loew's Inc., Edward A. Schiller, Vice-Pres., 1540 Broadway, New York; Millwork, Frey Planing Mill Co., Inc., 418 E. Breckenridge St., Louisville; ornamental iron, Rogers-Schmidt Wire & Iron Co., 1815 N. 23rd St., St. Louis, Mo.; heating and ventilating, Woodling-Miner Heating & Ventilating Co., 428 Dwight Bldg., Kansas City, Mo.; electrical work, Edwards Electric Co., New York; concrete work, E. E. Davis, 2244 Calumet Ave.; hollow metal and Kalemeln, plastering, Bullivant-Ling Co., 35 S. Dearborn St.; terra cotta, American Terra Cotta Co., 1701 Prairie Ave.; roof, U. S. Gypsum Co., 205 W. Monroe St., all Chicago, Ill.; excavation, George M. Eady, Gilbert and Lee Sts., Louisville; John Ebersson, Archt., 212 E. Superior St., Chicago. 8-25

N. C., Mount Airy—John Banner, S. Main St., let contract to D. H. Cooke, for \$16,000, 1-story and balcony, brick, 50x100-ft. motion picture theater, 57 S. Main St.; concrete floors and foundation, composition roof, equipment and furnishings cost \$2000; plans by Contr. 9-15

Warehouses

D. C., Washington—Barber & Ross, Inc., 11th and G N. W., erect two 1-story, brick and tile warehouses, 901-15 Girard St. N. E.; \$45,000; plans and construction by owners.

Fla., Miami—Warehouse and Finance Corp. of the South, let contract to Donathan Building Co., Huntington Bldg., Miami, for \$150,000, 2-story warehouse, N. W. 22nd St.; Benjamin F. Mitchell, Archt., 502 N. E. 15th St.

La., Alexandria—J. W. Dunn let contract to Sandquist & Snow, for 30x45 ft., brick, fireproof warehouse on Lee St.

N. C., Greensboro—Henry M. Coble, 731 Pearson St., let contract to R. M. Starr, for \$60,000, 3-story warehouse, N. Greene St., for Beall Hardware Co.

THE CLASSIFICATIONS IN THIS SECTION ARE:

WANT SECTION

Machinery and Supplies

Under this heading are reported requests for data, prices and literature and information on machinery, supplies and miscellaneous materials of a wide variety.

Items in this department are published without charge and these columns are open for the publication of wants of all kinds relating to construction work, machinery, materials and supplies.

Building Materials and Equipment

This division comprises all classes and kinds of materials and equipment used in building and construction projects of every kind.

Bids Asked

Includes bids asked by U. S. Government, States, districts, municipalities, firms and individuals for machinery, materials, supplies and construction work.

Machinery and Supplies

Boiler, etc.—R. P. Johnson (Mchy. Dealer), Wytheville, Va.—Wants 200 h. p. return tubular boiler; 125 h. p. engine, Corliss or slide valve; single unit outfit.

Broom Machinery.—Southwestern Junior College, Keene, Tex.—Wants prices on all kinds broom machinery.

Candy Making Machinery.—A. A. Harris, Jr., Mgr. Blacksburg Crispette Candy Shoppe, Blacksburg, S. C.—Wants prices on candy skewers, candy wrappers and all kinds candy making machines and fixtures including boxes.

Cars (Steel).—Norfolk Sand and Gravel Corp., 434 W. York St., Norfolk, Va.—Wants 2 steel two-door hopper cars, standard gauge, 80,000 to 110,000 lb. capacity.

Concrete Culvert Pipe Molds, etc.—Oriental Concrete Works, Oriental, N. C.—Wants 40 "Quinn" concrete culvert pipe mold, size 15-in., 2 1/2 ft. long with 120 rings to match and one header; quote price delivered Newberry, S. C.

Dry Kiln.—Ideal, Box 27, Winder, Ga.—Wants dry kiln with capacity of about 30,000 ft. to dry hardwood, consider good used kiln.

Elevator (Hand Operated).—Bellmore Manufacturing Co., Gainesville, Ga.—Wants prices and delivery on 1 or 2 ton, hand operated elevator, about 15 ft. lift.

Engine (Steam).—See Generator Set.

Engine.—See Boiler, etc.

Engine (Oil), etc.—Fred Dahnke, Mgr., Fred Dahnke Ice Co., Inc., corner Main and Division St., Union City, Tenn.—Wants prices on 100 h. p. full Diesel type oil engine and 200 volt A. C. generator.

Generator.—See Engine (Oil), etc.

Generator Set.—W. M. Smith & Co., 4601 First Ave. N. (Mchy. Dealers), Birmingham, Ala.—Wants 300 to 350 kw., A. C. generator direct connected to steam engine.

Glue Press.—Wrenn-Columbia Furniture Co., High Point, N. C.—Wants used hydraulic glue press and outfit suitable for making tops, etc., 40x64-in.

Granite Quarry Equipment.—A. S. Kubu, 1224 Central Natl. Bank Bldg., St. Louis, Mo.—Wants prices on all necessary machinery to develop granite quarry.

Heating Systems.—Cooper Home Gas Co., Eustis, Fla.—Wants to correspond with manufacturers of all natural gas appliances, especially for heating homes, hot-water heating for bathroom and kitchen use.

Locomotive.—R. P. Johnson (Mchy. Deal-

er), Wytheville, Va.—Wants dealers' prices on 20 to 25 ton rod locomotive, standard gauge, saddle tank; second-hand.

Molder.—Southwestern Junior College, Keene, Tex.—Wants prices on 6 or 8-in. molder.

Pipe (Cast Iron).—Hedrick & Wade, Inc., Lilesville, N. C.—Wants 2-mil. of 8-in. pipe; can use steel or cast iron, prefer cast iron; used in good condition.

Pipe (Cast Iron).—Town of Gibsonville, N. C., A. B. Owen, Commr.—Wants prices on 700 ft. of 6-in. grade B, cast iron, water pipe; delivered Gibsonville.

Press (Cylinder).—Southwestern Junior College, Keene, Tex.—Wants prices on cylinder press.

Rails.—W. M. Smith & Co., 4601 First St. N. (Mchy. Dealers), Birmingham, Ala.—Wants 85 lb. relay rails.

Steel Pipe.—W. M. Smith & Co., 4601 First St. N. (Mchy. Dealers), Birmingham, Ala.—Wants 2 to 8-in. steel pipe, any quantity.

Woodworking Machinery.—R. P. Johnson (Mchy. Dealer), Wytheville, Va.—Wants two 26x42 Whitney stave saws, edgers and equalizers.

Woodworking Machinery.—Ruth Calvert, Asst. Sec., DeRidder Chamber of Commerce, DeRidder, La.—Wants data and prices on machinery to make boxes.

(1) **Log Loader.**—36-in. gauge
(2) **Rails.**—4 miles of 30 lb. relayer, name shipping point and how equipped
(3) **Saw Mill.**—6-ft. band, with all equipment, making complete outfit.

R. P. Johnson (Mchy. Dealer), Wytheville, Va., wants the above equipment.

(1) **Filing Machine.**—vertical

(2) **Lathe.**—small tool room, with quick change gears, 12x14x6

(3) **Press.**—stamping, with ram 12x12.

Hackley Morrison Co., Inc. (Mchy. Dealers), 204 N. Jefferson St., Richmond, Va., wants the above equipment.

(1) **Band Resaw.**—6-in.

(2) **Motor.**—50 or 60 h. p., 3 phase, 60 cycle, 1100 rpm., 2200 volts, type CW slip ring with base, pulley and starter

(3) **Generator.**—10 to 15 kw. 110 volt DC with pulley, speed between 1100 and 1200, price with or without switchboard but to include rheostat

(4) **Steam Shovel.**—1/2 to 3/4 yd. Erie, prefer crawler type but tractor type will be considered

(5) **Trimmer.**—18-in.

Hackley Morrison Co., Inc. (Mchy. Dealers), 204 N. Jefferson St., Richmond, Va., wants above equipment.

(1) **Cans.**—cream, 10 gal.
(2) **Boxes.**—butter, Challenge
(3) **Printer.**—butter, 1-lb.
(4) **Vat.**—300 gal.

Rector Creamery Co., 509 Messanie St., St. Joseph, Mo., wants above equipment for plant, daily output 1000 lbs.

Miscellaneous

Candy Boxes.—A. A. Harris, Jr., Mgr. Blacksburg Crispette Candy Shoppe, Blacksburg, S. C.—Wants prices on candy boxes, etc.

Gasoline.—Cooper Home Gas Co., Eustis, Fla.—Wants prices on 74-76 and 84-86 gravity gasoline, in less than carload and carload quantities in drums.

Metal Columns.—J. S. Robbins, Crystal Springs, Miss.—Wants prices on 4 metal columns, 20-in. cast iron base, 17-in. top, 15 ft. over all, composition caps; state prices delivered Georgetown, Miss.

School Desks and Supplies.—J. M. Adams, Chmn. Trustees Palma Sola School Dist., Palma Sola, Fla.—Wants prices on school desks and supplies.

Smoke Stack.—R. P. Johnson (Mchy. Dealer), Wytheville, Va.—Wants dealers' prices on 36-in. by 60-ft. second-hand smoke stack.

Street and Number Plates.—Alfred A. Kafer, Chmn. Street Numbering Committee, Newbern, N. C.—Wants prices on name plates for streets and numbers for houses.

Tablets (Bronze, Brass or Copper).—F. C. Kornrumpf, Chmn. Building Committee, B. S. Trustees, Magnolia, Miss.—Wants data on bronze, brass or copper tablets used in public buildings, lettered to order; correspond with manufacturers.

Building Material and Equipment

Chastang Construction Co., Jackson, Miss., wants prices on following for buildings at Blue Mountain College, Blue Mountain:

Cast Stone
Flooring.—terrazzo and tile
Marble
Roofing.—built-up
Tile.—gypsum
Vaults.

George W. Kane, Contr., First Natl. Trust Bldg., Durham, N. C., wants prices on following for \$132,000 West Durham School:

Cast Stone
Flooring.—hardwood, linoleum and terrazzo
Limestone
Roofing.—built-up and slate
Ventilators
Wire Glass.

J. J. Currin, Virginia Road, Winston, N. C., wants prices on following for \$10,000 residence:

Electric Refrigerators
Elevators
Flooring—hardwood, tile, composition
Plaster Board
Roofing—asbestos shingle, asphalt shingle, tile
Steel Sash and Trim
Tile—gypsum, hollow, interior
Ventilators
Wire Glass

Samuel Plato, Contr., 608 W. Walnut St., Louisville, Ky., wants prices on following for \$100,000 building for Green Street Baptist Church:

Rolling Partitions
Roofing—built-up
Ventilators

Louis A. Wheeler, Contr., Rio Hondo, Tex., wants prices on following for \$10,000 building for Arroyo State Bank:

Stone

Tile

M. A. Long Co., Contrs., 10 W. Chase St., Baltimore, Md., wants prices and data until Sept. 21 on all lines of work, for \$500,000 cell wing at Maryland House of Correction, Jessup, on which they are submitting bid.

M. T. Murphree, Mgr., Cotton Plant Compress Co., Cotton Plant, Ark., wants prices on following for cotton warehouse:

Cement
Lumber
Roofing—3 ply composition
Sash—300 plain, glazed.

S. G. Hawfield, Supt. Cabarrus County Board of Education, Concord, wants prices on following for \$45,000 High School:

Dumb Waiters
Inclinator
Limestone
Steel Sash and Trim

C. G. Curtis, Archt., 1603 Post Dispatch Bldg., Houston, Tex., wants prices on following for \$200,000 courthouse, Liberty, Tex.:

Electric Refrigerators
Flooring—linoleum, terrazzo, tile and marble
Inclinator
Limestone
Marble

Roofing—built-up
Tile—hollow
Terra Cotta Trim
Vaults
Ventilators

J. M. Adams, Chmn. Trustees Palma Sola School Dist., Palma Sola, Fla., wants prices on following for school:

Sprinkler System

J. M. Glover, Archt., 432 Bankers Mortgage Bldg., Houston, Tex., wants prices on following for \$128,000 courthouse, Caldwell, Tex.:

Cast Stone
Flooring—terrazzo, tile, composition
Marble
Roofing—built-up
Steel Sash and Trim
Tile—gypsum
Vaults
Ventilators

A. L. Barbour, Contr., Folkston, Ga., wants prices on following for \$18,889 school at Hoboken:

Flooring—oak
Roofing—Flintkote shingles.

R. H. Hunt Co., Archts., 1407 S. W. Life Bldg., Dallas, Texas, wants prices on following for \$30,000 gymnasium at Trinity University, Waxahachie:

Flooring—hardwood
Roofing—asphalt shingle and built-up
Steel Sash and Trim

Bids Asked

Air Compressor and Equipment.—City Comms., Wilson, N. C.—Receives bids Oct. 6 to furnish portable type air compressor, mounted on steel wheels and axles, gasoline engine, air receiver, regulator and all other equipment securely mounted on steel frame; compressor same capacity as Ingersoll-Rand 34x5-in. type "Twenty"; equipment furnished shall consist of two paving breakers similar or equal to Ingersoll-Rand type CC35; each breaker furnished with two moil point steels for breaking concrete, one 3-in. chisel edge for asphalt and one length of air hose 50 ft. complete with necessary fittings; one double connection attached to outlet end of air receiver; prices f. o. b. Wilson; R. D. Gladding, City Engr.; E. L. Tarkington, Chmn. Street Comsn.

Artesian Well.—City of Bay St. Louis, Miss. G. Y. Blaise, Mayor—Receives bids Oct. 1 for drilling artesian well, size 6-in. and 4-in. strainer to be of McAvoy wireless make of length equal to 3 joints of pipe, closed with brass bottom valve, 3 joints of

pipe to be galvanized iron, remainder to be line iron pipe.

Boilers, etc.—Board of Awards, Office City Register, Baltimore, Md.—Receives bids Sept. 28 to install new boilers and recondition ice boat "F. C. Latrobe;" F. W. McKinney, Harbor Engr.

Bridge.—State of Arkansas. See Construction News—Roads, Streets, Paving.

Bridge.—Haynesville, Ala. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—Houston, Tex. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—Pelzer, S. C. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—State of Missouri receives bids for 5 bridges. See Construction News—Roads, Streets, Paving.

Bridge.—McCormick, S. C. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—Bastrop, La., receives bids for 3 bridges. See Construction News—Bridges, Culverts, Viaducts.

Bridge, etc.—Palestine, Tex., receives bids for bridge and 2 concrete girder relief openings. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—Seguin, Tex. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—State of Texas receives bids for 4 bridges. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—Orangeburg, S. C., receives bids for 3 bridges. See Construction News—Bridges, Culverts, Viaducts.

Building Material.—Quartermaster, Fort Brown, Tex.—Receives bids Sept. 29 for 21,000 bd. ft. lumber, 8000 bd. ft. flooring, 300 rolls felt roofing, 3000 lbs. white paint and 100 gal. linseed oil.

Carbon Paper.—U. S. Veterans' Bureau, Supply Div., Washington, D. C.—Receives bids Sept. 28 for 160,000 sheets carbon paper for addressograph.

Concrete Pipe.—City of Bay St. Louis, Mo., Sylvan J. Ladner, Sec.—Receives bids Oct. 1 for 18-in. concrete pipe; G. Y. Blaise, Mayor.

Crushed Rock.—Harris County Comms., Court, H. L. Washburn, County Auditor, receives bids Oct. 1 for 7500 tons crushed rock, for Hardy Street road.

Curb Stop and Roadway Valve Boxes.—Board of Awards, Baltimore, Md., Edward G. Rost, Water Engr.—Receives bids Oct. 5 for furnishing and delivering curb stop and roadway valve boxes to Bureau of Water Supply.

Dragline Machine.—Comms. of Abilene Drainage Dist., Greenwood, Miss.—Receives bids Oct. 15 for dragline machine with accessories for excavation and levee work; E. L. and H. C. Mounier, Attys.

Drainage.—Board of Supvrs. Haines City Drainage Dist. No. 1, Haines City, Fla.—Receives bids Oct. 10, construction drainage canals, mains, sub-mains and laterals in district; R. A. Sterzik and C. V. Turner, Engrs.

Electric Airway Beacons, etc.—Office of Ch. Clerk, Dept. of Commerce, Nineteenth St. and Pennsylvania Ave., Washington, D. C.—Receives bids Sept. 30 to establish electric airway beacons and intermediate land field equipment on Richmond-New York section of Atlantic-New York Airways.

Electric Wiring, Fixtures and Fans.—Caddo Parish Police Jury, Shreveport, La.—Receives bids Oct. 13 for electric wiring, fixtures and fans for \$1,000,000 courthouse under constr.; plans and specifications from Edw. F. Neild, Archt., City Bank Bldg.

Feed Grinder Mill.—U. S. Veterans' Bureau, Supply Div., Washington, D. C.—Receives bids Sept. 26 for feed grinder mill.

Fire Hose.—U. S. Veterans' Bureau, Supply Div., Washington, D. C.—Receives bids Sept. 30 for 3000 ft. of 2½-in. fire hose.

Fire Hose.—City of Bay St. Louis, Miss., Sylvan J. Ladner, Sec.—Receives bids Oct. 1 for 1500 ft. of fire hose, 4 play, standard size; meet specifications of National Fire Underwriters Assn.

Fire Plugs.—City of Bay St. Louis, Miss., Sylvan J. Ladner, Sec.—Receives bids Oct. 1 for 25 standard thread fire plugs; G. Y. Blaise, Mayor.

Furniture.—Pur. Agt., P. O. Dept., Washington, D. C.—Receives bids Sept. 28 for letter case and table, sheet stamp cabinet.

Gasoline and Oil.—U. S. Engr., Savannah, Ga.—Receives bids Sept. 26 for gasoline and oil during period Oct. 1 to Dec. 31.

Gravel.—Muskogee, Okla. See Construction News—Roads, Streets, Paving.

Gravel.—State of Louisiana. See Construction News—Roads, Streets, Paving.

Hose and Couplings.—U. S. Engr., Huntington, W. Va.—Receives bids Sept. 24 for

500 ft. of sand blast hose and 10 set couplings.

Ice Cream Cabinets, etc.—U. S. Veterans' Bureau, Supply Div., Washington, D. C.—Receives bids Sept. 26 for ice cream cabinets and cans for U. S. V. Hospital, Northport, N. Y.

Kitchen Supplies.—U. S. Veterans' Bureau, Supply Div., Washington, D. C.—Receives bids Sept. 29 for kitchen supplies.

Laundry Equipment and Kitchen Equipment and Furnishings.—H. L. Washburn, Harris County Auditor, Houston, Tex., receives bids Oct. 1 for above equipment for County jail building; Hedrick & Gottlieb, Archts.

Laundry Machinery.—U. S. Veterans' Bureau, Supply Div., Washington, D. C.—Receives bids Oct. 12 for laundry machinery for U. S. V. Hospital, Knoxville, Iowa.

Levee.—Mississippi River Comsn., Fourth Dist., Office of Dist. Engr., River Front at Burdette St., New Orleans, La.—Receives bids Sept. 27 for following:

Lower Tensas Levee Dist.—restoring washed out section of Cooche levee in Concordia Parish, about 13,000 cu. yds.

Pontchartrain Levee Dist.—building new levee, Mount Housas Levee, Ascension Parish, about 160,000 cu. yds.; new work in Kenner Levee, Jefferson Parish, about 166,000 cu. yds.; new work in Trudeau Levee, Jefferson Parish, about 63,000 cu. yds.

Lafourche Levee Dist.—new work in St. Claire Levee, in St. James Parish, about 64,000 cu. yds.; new work in Avondale Levee, Jefferson Parish, about 80,000 cu. yds.

Barataria Levee Dist.—new work in Happy Point Levee, Plaquemine Parish, about 61,000 cu. yds.

Levees.—Comms. of Tensas Basin Levee Dist., Ouachita Parish Engr., Monroe, La.—Receives bids Sept. 26 for levee work in both Ouachita and Caldwell Parishes; plans with State Engrs., 213 New Orleans Court Bldg., New Orleans, La.:

Ouachita Parish—Robert, new levee, 1200 ft., contain 2000 cu. yds.; **Macholre A. L'Ourse**, enlargement, 1655 ft., contain 4300 cu. yds.; **McDonald**, new levee, 3100 ft., contain 9000 cu. yds.; **Cuba**, new and enlargement, 3710 ft., 47,000 cu. yds.; **Horse Shoe Bend**, new and enlargement, 3710 ft., 22,650 cu. yds.; **Waco No. 1**, new and enlargement, 1600 ft., contain 7500 cu. yds.; **Waco No. 2**, new levee, 3400 ft., 13,000 cu. yds.

Caldwell Parish—Blankston, 4850 ft. new levee, 30,000 cu. yds.; **Esperence**, 1500 ft. new levee, 1200 cu. yds.; **Powell**, 1500 ft. new levee; **Jack Meredith**, 2714 ft. new levee; **Geo. Martin**, 3000 ft. new levee; **Bellevue**, 2000 ft. new levee; **Humble Lake**, 170 ft. new levee; **James Warehouse**, 832 ft. new levee; **Hogans Ditch**, 69 ft. new levee; **Willow Grove Church**, 1200 ft. new levee; **Marshall Bend**, 1200 ft. new levee; **Wade Bayou Dam**, 209 ft. new levee; **McSwain**, 500 ft. new levee; **Sandy Bayou Church**, 800 ft. new levee.

Lightship.—Commr. of Lighthouses, Washington, D. C.—Receives bids Oct. 4 for construction lightship No. 100.

Lumber.—Bastrop, La. See Construction News—Bridges, Culverts, Viaducts.

Miscellaneous.—General Purchasing Officer, Panama Canal, Washington, D. C.—Receives bids Oct. 10 for steel, brass, copper, bronze, screws, lantern globes, tacks, brushes, etc. Circ. 1832.

Miscellaneous Supplies.—Panama Canal, A. L. Flint, General Purchasing Officer, Washington, D. C.—Receives bids Sept. 28 to furnish following, Circ. 2446 specification with Asst. Purchasing Agent, Panama Canal, Fort Mason, San Francisco, Calif.:

Copper sheets, drill rods, steel, steel filling cabinets, steel and copper tubing, door locks, washers, box strapping, nails, locomotive torches, metal rat traps, braided cotton rope and cotton line, etc.

Miscellaneous Supplies.—Post Quartermaster, Marine Barracks, Quantico, Va.—Receives bids Sept. 27 for miscellaneous supplies; delivery f. o. b. Quantico. Sch. 155.

Paving.—Fort Smith, Ark. See Construction News—Roads, Streets, Paving.

Paving.—Cumberland, Md. See Construction News—Roads, Streets, Paving.

Paving.—Enid, Okla. See Construction News—Roads, Streets, Paving.

Paving.—Tulsa, Okla. See Construction News—Roads, Streets, Paving.

Photocopying Machine.—Director of Purchase and Sales, Dept. of Agriculture, Washington, D. C.—Receives bids Sept. 23 for photocopying machine.

Pile Driving.—Pres. of City Council, Jefferson City, Mo.—Receives bids Sept. 26 to drive piling along creek at High and Walnut St.; W. A. Curtis, Street Commr.

Pipe (Concrete).—See Sewers.

Pipe (Reinforced Concrete).—See Sewers.

Pipe (Vitrified).—See Sewers.

Plumbing.—Supervising Archt., Treasury Dept., Washington, D. C.—Receives bids Sept. 30 for removing water supply piping and furnishing and installing new water supply piping, new plumbing fixtures, new toilet room and new light fixtures at Monroe, La., postoffice and courthouse.

Power Plant, etc.—City of Water Valley, Miss.—Receives bids Sept. 30 for electric generating station, including new building and three 300 kv-a. oil engine generator sets with accessories; Thos. H. Allen, Engr., Bank of Commerce and Trust Bldg., Memphis, Tenn.

Printing.—Board of Awards, Office of City Register, Baltimore, Md.—Receives bids Sept. 28 to furnish 758,000 miscellaneous tax bills and 271,000 duplicate miscellaneous tax bills for City of Baltimore; Wm. F. Broening, Pres. Board of Awards.

Printing, etc.—City Commrs., Temporary City Hall, Asheville, N. C.—Receives bids Sept. 26 for following:

- (1) 16 Issues Sky High (bi-weekly), 1500 copies each issue—6 pages, 14x21-in., 6 columns to page, printed on 60 lb. M. F. book paper
- (2) 5 Issues of Peaks (one every 6 months), 1500 copies each issue—inside pages of 60 lb. Eggshell book, cover of 65 lb. Hammermill cover, about 64 pages each issue, etc.; in addition the following are essential to the publication: photography, engraving, etc.

Pumping Equipment.—Board of Awards, Baltimore, Md., Edward G. Rost, Water Engr.—Receives bids Oct. 5 to furnish, deliver and erect pumping equipment at Montebello pumping station; specifications on file at office of water engineer.

Railroad Supplies.—Norfolk and Western Railway Co., Clyde Cooke, Purchasing Agt., N. & W. Ry. Bldg., Roanoke, Va., receives bids Sept. 28 for the following equipment:

- (1) Couplers and Parts—Contr. Serial AA-485
- (2) Brake Shoes—Contr. Serial AA-488
- (3) Cast Steel Side Frames—Contr. Serial AA-489
- (4) Locomotive Steel Tires—Contr. Serial AA-487
- (5) Wrought Steel Pipe—Contr. Serial AA-486

River and Rail Terminal.—Operating Manager, Warrior Div., Inland Waterways Corp., Mississippi-Warrior Service, 320 Meaher Bldg., Mobile, Ala.—Receives bids Sept. 29 for construction river and rail interchange terminal at Holt, Ala., on Warrior River.

Road.—State of Arkansas receives bids for 6 roads. See Construction News—Roads, Streets, Paving.

Road.—Muskogee, Okla. receives bids for 7 roads. See Construction News—Roads, Streets, Paving.

Road.—State of Missouri receives bids for 13 roads. See Construction News—Roads, Streets, Paving.

Road.—State of Maryland receives bids for 3 roads. See Construction News—Roads, Streets, Paving.

Road.—State of Texas receives bids for 3 roads. See Construction News—Roads, Streets, Paving.

Road.—State of Louisiana receives bids for 2 roads. See Construction News—Roads, Streets, Paving.

Road.—Fort Davis, Tex. See Construction News—Roads, Streets, Paving.

Road.—Middlesboro, Ky. See Construction News—Roads, Streets, Paving.

Rubber Sheetting.—U. S. Veterans' Bureau, Supply Div., Washington, D. C.—Receives bids Sept. 27 for 800 yds. rubber sheetting, double coated, 54-in. wide, in 25 yd. rolls.

Rubber Tubing.—U. S. Veterans' Bureau, Supply Div., Washington, D. C.—Receives bids Sept. 27 for 4700-ft. rubber tubing, various dimensions.

Sewers.—City of Greensboro, N. C., E. B. Jeffries, Mayor—Receives bids Sept. 27 for outfall sewer lines and appurtenances, including 3 miles of 8, 10, 12, 18 and 24-in. pipe; M. M. Boyles, Water and Sewer Engr.

Sewers.—Board of Awards, Baltimore, Md., Milton J. Ruark, Sewerage Engr.—Receives bids Sept. 28 for sanitary storm sewers and storm drains in Districts H-6 and H-13; work includes reinforced concrete pipe drain; vitrified pipe drain; underdrain; manholes, etc.

Sewers.—City of Springfield, Mo., Russell & Axon, Civil Engrs., 404 McDaniel Bldg.—Receives bids Oct. 11 for disposal plant and outfall sewer; Southwest Disposal Plant, includes: two 50-ft. clarifiers; two 55 ft. digesters; bar screens; grit chamber; screen house; dosing tank; 2½ acres sprinkling filter; sludge bed, estimated cost, \$185,000; Southwest Outfall Sewer: 10,500 ft. of 30-in.,

outfall sewer; 1500 ft. of double 16-in. inverted siphon; estimated cost \$70,000.

Sewers.—City of Tampa, Fla., W. Lesley Brown, Mgr.—Receives bids Sept. 27 for storm sewers on S. Franklin and Krause Sts.; approximate quantities: 663 ft. 36-in. reinforced concrete pipe, tongue and groove type; 108 ft. and 20 ft. of 15-in. plain concrete pipe, bell and spigot type; Standard manholes; catch basins; 5447 ft. BM lumber.

Sewers.—Board of Public Service, St. Louis, Mo.—Receives bids Sept. 27 for constructing section "D" of River des Peres drainage works; specifications, etc., on application Room 300 City Hall.

Shell.—Louisiana Highway Comm., Frank T. Payne, Chmn., Baton Rouge, La.—Receives bids Oct. 6 for shell to surface Calcasieu Parish, Vinton-Orange Highway Nicholls W. Bowden, State Highway Engr.

Steel Boiler Plate.—Bureau of Supplies and Accounts, Navy Dept., Washington, D. C.—Receives bids Sept. 27 to deliver steel boiler plate to Naval Academy, Annapolis, Md.

Street.—Baltimore, Md. See Construction News—Roads, Streets, Paving.

Street.—Jefferson City, Mo. See Construction News—Roads, Streets, Paving.

Tank (Oil Storage).—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids Sept. 30 to furnish 3 oil storage tanks; delivery Parris Island, Port Royal, S. C. Sch. 163.

Tank and Tower.—City, J. W. Shotwell, Sec.-Mgr., Center, Tex.—Receives bids Oct. 6 on 100,000 gal. capacity steel water tower, with maximum water line elevation of 131 ft.

Telephone Equipment.—U. S. Veterans' Bureau, Const. Div., Arlington Bldg., Washington, D. C.—Receives bids Oct. 11 for automatic telephone equipment at U. S. V. Hospital, Northport, Long Island, N. Y.

Toilet Fixtures, etc.—District Commissioners, Room 509, District Bldg., Washington, D. C.—Receives bids Sept. 28 for installing toilet fixtures, etc., in Curtis and Addison Schools; proposal forms at Room 427 District Bldg.

Truck.—Warren County Highway Comsn., G. M. Sudduth, Sec., Bonall Bldg., Vicksburg, Miss.—Receives bids Sept. 27 for light duty truck, fully equipped.

Viaduct.—Springfield, Mo., receives bids for 2 viaducts. See Construction News—Bridges, Culverts, Viaducts.

Washed Gravel.—Morehouse Parish Police Jury, J. Lester White, Parish Engr., Bastrop, La.—Receives bids Oct. 13 for 3337 cu. yd. washed gravel; delivered at Mer Rouge, La., for Mer Rouge-Johnson School Highway; plans on file.

Water Mains, etc.—Board of Awards, Baltimore, Md.—Receives bids Sept. 28 for excavating trenches and laying water mains in Argonne Drive; Edward G. Rost, Acting Water Engr.

Water Well.—City of Bradenton, Fla., R. K. Van Camp, Commr. Public Works—Receives bids Sept. 27 for drilling and completing 12-in. well, 800 ft. deep.

Water Works.—Board of Commrs., Fort Smith, Ark., J. H. Parker, Chmn.—Receives bids Oct. 17 for design, manufacture, transportation and delivery and erection in city's water works pumping station of high lift condensing turbo-centrifugal pumping engine, capacity to deliver 8,000,000 U. S. gal. of water per 24 hrs. with total lift of 235 ft.; together with surface condenser, vacuum pump, condensate pump, pipes, valves, fittings, fixtures and furnishing a vent meter, complete with indicator, integrator, recorder and all appurtenances thereto belonging; and of one low lift turbo centrifugal pumping engine of capacity to deliver 8,000,000 gal. U. S. gal. water per 24 hrs. with total lift of 55 ft., without condenser, vacuum and condensate pumps, but with pipes, valves, fittings, fixtures and furnishings; Wynkoop Kiersted, Engr., 614 Interstate Bldg., Kansas City, Mo.

Water Works Material.—Board of Commrs., Galveston, Tex.—Receives bids Sept. 29 for following material:

- (1) Fire Hydrants
- (2) Caulking Jute or Hemp and Caulking Lead
- (3) Pipe (Cast Iron)—Class B bell and spigot
- (4) Valves and Valve Boxes.

Wharf, etc.—Alabama State Docks Comsn., Wm. L. Silbert, Chmn., State Office Bldg., Mobile, Ala.—Receives bids Oct. 17 to construct wharf and foundations for coal and material handling plant, wharf about 1150 ft. long, wood piles, concrete pile caps and steel super-structure, carrying railroad tracks and tracks for movable towers; con-

crete foundation and joppers for rotary car dumper.

X-Ray Equipment.—U. S. Veterans' Bureau, Supply Div., Washington, D. C.—Receives bids Sept. 27 for x-ray equipment.

Trade Literature

Campaign for Better Construction

A fine booklet written by L. R. Putman and published by the Southern Pine Association, New Orleans, La., bears the title "Creating and Supplying the Demand for Better Construction." It tells the story of how energetically the association has been working to interest the public in more substantial buildings. Since its inception in 1914 it has striven towards this end and its recent "Better Construction" campaign has developed into such large proportions that its success has been a matter for discussion throughout the country. Beginning soon after the hurricanes of 1926, the campaign was carried from Louisiana and Florida through the Southeast into Tennessee and finally down through the Southwest into Texas. Demonstrators explained the 15 cardinal points of sound construction and distributed to thousands of individuals booklets detailing them, with the result that they were observed in recently erected buildings. The new booklet is fully illustrated.

A Bright and Good Magazine

"The Dynamo," a periodical issued by the J. C. Penney Company, 330 West 34th street, New York city, outlines the spirit of its September number by several short quotations from articles contributed by different members of the Penney organization, beginning with one by Mr. Penney, who has dwelt upon the influence and importance of character in a man's life, this being followed by others from contributions made to this issue by F. E. Payne, Wm. M. Bushnell, E. M. DeMoss, John D. Keyes and William H. Dayton. But these are not the only contributors, several other members of the Penney forces having also written most interesting and impressive articles. The number is liberally illustrated and it will repay perusal.

Niagara Concrete Mixer Screens

A bulletin issued by the Niagara Concrete Mixer Co., 40 Pearl street, Buffalo, N. Y., comprehensively describes and illustrates the Niagara ball-bearing counterflow screens, which, it is stated, give complete rotating action against the flow of material, and that efficiency of from 90 to 99½ per cent is to be had by using this method of mixing concrete. One of the illustrations shows in detail the various parts of the vibrator assembly. These machines are built in one, two and three deck sizes and are easily installed at little expense and without interrupting operations.

Mohawk Asbestos Shingles.

A neat little illustrated circular issued by the Mohawk Asbestos Slate Company, Inc., Utica, N. Y., is entitled "Better Roofs for the Better Homes." The Mohawk asbestos shingles are made in three degrees of thickness and random widths and in a wide range of colors, so that roofs of distinctive character may be produced at reasonable expense.

Thew Center Drive for Excavators.

The Thew Shovel Company, Lorain, Ohio, has issued an illustrated folder of pocket size giving full particulars concerning the Thew Center Drive, which is used in the construction of their excavators. There are several pictures showing the machines at work, besides others, which reveal details of the drive.

INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers, whether they are advertisers, or subscribers, or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

Carborundum Company Gets Resistor Corporation.

The Carborundum Company of Niagara Falls, N. Y., has purchased the controlling interest in the American Resistor Corporation of Milwaukee, Philadelphia and New York, according to announcement. The principal products of the company thus acquired are non-metallic electrical heating elements and resistors which are marketed under the name "Globar." A new company known as Globar Corporation has been incorporated in New York State and the manufacturing facilities of the old company will be moved to Niagara Falls, where a new plant will be built in connection with the plant of the Carborundum Company. "Globar" is a carborundum product in the form of rods or bars of carborundum for conducting electric current and it has a glowing heat up to 2600 degrees Fahrenheit. The new officers are: Frank J. Tome, president; George R. Rayner, vice-president; F. H. Manley, treasurer; Arthur Batts, secretary. They are also directors, together with Jos. A. Steinmetz, formerly president; Walter W. Perkins, formerly vice-president and treasurer, and Mr. Sharpe, also of the old organization.

Stainproof to Protect Cement.

"Stainproof," a new material and method of protecting and curing concrete floors, has been announced by the Master Builders Company, Cleveland, Ohio. It is described as a jelly-like material specially prepared for application to new cement surfaces. It is put on in a paint-like film 36 hours after the final troweling. Then, it is stated, it dries, forming a non-porous, viscous film, through which paint, plaster, tobacco juice and other stains cannot penetrate, and it is so tough that the heavy traffic which new floors have to bear cannot grind through to make marks in the cement. Painters, plasterers and other workmen can, it is asserted, move their equipment in and out without harming the floor. When the building is completed the film is removed and the new floor is revealed unharmed. Meanwhile the proper curing is assured by the slow drying of the cement. Stainproof is also suitable for protecting other kinds of floors, such as terrazzo, marble, stone, tile, etc.

Imperial Internal Grinding Wheel.

The Carborundum Company, Niagara Falls, N. Y., reports that a much-improved, much-needed internal grinding wheel has been developed as a result of research by the company's engineering staff. Internal grinding wheels of this new type are, it is stated, as accurate as precision tools and methods can make them, and users of internal grinding machines are thus assured of obtaining wheels built to the closest limits of accuracy, even down to micro measurements when required. This improved internal grinding wheel has its arbor hole in the exact center and concentricity of hole and grinding face is positively assured. The arbor hole itself is formed to the closest limits of accuracy, assuring the operator of a perfect fit on the spindle. The wheels made by this improved process, it is further remarked, are uniform in thickness and diameter, and in every way keep pace with the demand for increased production and better work on the new automatic and semi-automatic machines.

New Officers Elected.

At a recent election of the Frederick Snare Corporation, contracting engineers, 114 Liberty street, New York, Frederick Snare, Sr., president since the company was first organized, was chosen chairman of the board and Arthur W. Bittenheim, previously senior vice-president, was elected president, his old position being filled by the election of Edward S. Skillin, C. E., previously second vice-president. George P. Seeley, Jr., C. E., Havana manager, and Randall Cremer, S. B., general manager, were elected vice-presidents. Frederick Snare, Jr., was re-elected secretary and treasurer and F. J. Litter continues as chief engineer. The corporation has also announced that Alan B. Mills, formerly director of architecture and construction for the State of New Jersey and recently director of construction for the large development of the J. C. Penney-Gwinn Corporation in Florida, has become associated with it. Capital and surplus of the corporation total over \$2,000,000.

Gallon Sales of Equipment Big in Florida.

Owing to greatly increased sales of Gallon equipment in Florida, where it is represented by D. B. Findley, manager, with offices in Orlando, it became necessary for the Gallon Iron Works and Manufacturing Company of Gallon, Ohio, to enlarge warehouse facilities at Orlando. The company reports having sold 52 of its Master Roller machines in Florida since March 1, 1926, and its Leaning Wheel Grader has also been a big seller, as well as the International Power small rollers. The company in Florida is also distributor for the Cletrac tractors, manufactured by the Cleveland Tractor Company of Cleveland, Ohio, and also of the Byers Crane and attachments, manufactured by the Byers Machine Company of Ravenna, Ohio.

More Industries for the South.

The industrial bureau of the Carolina Power and Light Company, Raleigh, N. C., has sent out a circular letter to its customers calling their attention to the great and increasing industrial development of the South. It says: "Realizing that community growth is largely dependent on the establishment of new industries, and that a public utility cannot expand faster than the towns and cities it serves, our company has established an industrial bureau for the purpose of assisting the civic organizations in its territory in securing new industries." Facsimile reproductions of the front cover pages of both the MANUFACTURERS RECORD and the Blue Book of Southern Progress are on an inside page. The letter is illustrated.

Silvray Company Distributors.

The Silvray Company, Inc., 55 West 16th street, New York, manufacturers of the Silvray system of indirect illumination, have appointed the Silverlite Company, 150 Post street, San Francisco, as their distributor in California. In the Pittsburgh district they are being represented by the Silvray Company of Pittsburgh, 211 Renshaw Building, and in Philadelphia by the Philadelphia Daylight Company, Bourse Building. Among the new products of the company is the "Spraylite" lamp, which has a permanent reflector silvered directly on it.

Chromium Plating Development.

The certificate of incorporation for United Chromium, Inc., was filed at Wilmington, Del., recently. It has been formed for the purpose of developing to the fullest extent the practical application of chromium plating, and of making known to American industries its many definitely established uses and advantages. Through its research and engineering organizations it will offer assistance to manufacturers and others interested in chromium plating, so that they may utilize to the best advantage the results of research and experience covering many years. The licensing agents of United Chromium, Inc., are the Chromium Corporation of America, 120 Broadway, New York, and the General Chromium Corporation, 3220 Bellevue avenue, Detroit.

W. A. Riddell Company, Bucyrus, Ohio.

The plants and business of the Hadfield-Penfield Steel Company, the American Clay Machinery Company and the Era Steel Company, all of Bucyrus, Ohio, with branch plants at Willoughby and Mansfield, Ohio, have been purchased by the W. A. Riddell Company of Bucyrus, Ohio. The new company will continue the manufacture of road machinery, clay products machinery, steel castings and other units of the line formerly produced by its predecessors. W. A. Riddell, president and owner of the Frederick Iron and Steel Company, and also of the Frederick Engineering Company of Frederick, Md., has been made president and general manager of the new organization. He has announced some new units to the line and betterments to the present line, which aim at a still further reduced cost and ease of operation.

Manufacturing Plant to Be Sold.

Formal announcement is made elsewhere in this issue that the Globe Yarn Mills at Fall River, Mass., will be sold at auction on the premises on Thursday, September 29, the whole constituting a modern manufacturing plant, which has been used for textile manufacturing, but which, it is stated, would be equally well adapted for other industrial purposes. G. L. and H. J. Gross, Inc., 170 Westminster street, Providence, R. I., are the auctioneers, who will send a descriptive catalogue on request.

Change of Name.

Strauss Engineering Corporation is the new name which has been adopted by the Strauss Bascule Bridge Company, 307 North Michigan avenue, Chicago, Ill., and the business will continue to be conducted under that name hereafter. The officers are Joseph B. Strauss, president; Charles A. Ellis and Clifford E. Paine, vice-presidents.

Blaw-Knox New York Office.

The Blaw-Knox Company, manufacturers of steel products, Pittsburgh, Pa., has announced that on and after October 1 the New York office of the company will be located in the Canadian Pacific Building, 342 Madison avenue, New York city.

New Harnischfeger Branch.

The Harnischfeger Corporation of Milwaukee, Wis., manufacturers of power shovels, cranes, etc., have announced the opening of a new branch office at 524 Buder Building, St. Louis, Mo. L. J. DeHoney, sales engineer, will direct the work in the St. Louis territory.

FINANCIAL NEWS

Bond Issues Proposed

Ala., Citronelle—City voted \$7500 bonds for street improvement and storm sewers. Address City Clk.

Ark., Brinkley—City voted \$12,000 to purchase fire equipment, and erect combined fire house and city hall. Address City Clk. 8-25

Ark., Garland—School—Sec., Board of Directors, Miller County Special School Dist. No. 4, receives bids Sept. 26 for \$15,000, not to exceed 5½% bonds.

Ark., Pine Bluff—Airfield—City, Mayor Toney, votes Oct. 12 on \$75,000, 5%, \$1,000 denom. bonds.

Ark., Van Buren—School—New Hope School Dist. No. 26, near Alma, plans bond election. Address Crawford County Board of Education.

Fla., Bartow—Road Beautification—Polk and Highlands Counties Comms. may call election on \$50,000 bonds to beautify 90 mi. State Road No. 8, along Seale Highway in both counties.

Fla., Crawfordville—Indebtedness—Wakulla County, J. C. Pigott, Jr., receives bids Oct. 8 for \$16,000 6% \$1000 denom. bonds. 9-1

Fla., Dania—Improvement—City voted \$50,000 bonds; \$10,000, pavilion; \$12,000 to \$15,000, water works; \$3,500, fire alarm system; \$2,000, cemetery; balance for sidewalks, etc. Address City Clk.

Fla., Eustis—Park—City considering \$25,000 bond election. Address City Clk.

Fla., Fort Lauderdale—Drainage—Broward County Drainage Board, Ralph A. Horton, Chmn., Maxwell Bldg., receives bids Oct. 8 for \$250,000 bonds.

Fla., Fort Pierce—Municipal Improvement—City Comm., Elwyn N. Moses, Clk., receives bids Oct. 3 for \$390,000 assessment bonds.

Fla., Fort Pierce—Drainage—Board of Comms. of Everglades Drainage Dist., approved issuance of \$175,000, 6% Ft. Pierce Farmers Drainage Dist. bonds.

Fla., Haines City—Drainage—F. A. Randall, Treas. Haines City Drainage Dist. No. 1, receives bids Oct. 10 for \$64,000 6% bonds.

Fla., Miami Beach—Seawall—Dade County Comms., Miami, authorized issuing \$2,000,000 to complete \$3,000,000 Miami Beach ocean front protection; City of Miami Beach will furnish \$1,000,000.

Fla., Miami Beach—Beach Protection—City, C. W. Tomlinson, Clk., will not offer \$1,000,000 bonds for sale before Jan. 1, 1928. 8-25

Fla., Stuart—School—Jensen School Dist. No. 1 votes Sept. 27 on \$30,000 bonds; Edward Sapp, Supt. of Schools. 8-4

Ga., Acworth—Sewer, Water Works, Light—City voted \$20,000 bonds. Address City Clk.

Ga., Alamo—School—Alamo School Dist. voted bonds. Address Pres. Board of Trustees.

Ga., Brunswick—Improvement—City Comm., Hugh Burford, Sec., plans calling election about Nov. 1 on \$200,000 bonds; \$75,000, street paving; \$50,000, sewer; \$75,000, hospital. Lately noted to vote about Oct. 19. 9-15

Ga., Commerce—Paving—City votes Oct. 20 on bonds. Address City Clk.

Ga., Folkston—School—Charlton County, Monroe Dist., defeated \$15,000 bonds. Address Board of Education.

Ga., Ocella—School—Irwin County, Board of Trustees of Mystic School Dist., J. M. Willis, Sec., receives bids Oct. 5 for \$20,000 6% \$1000 denom. bonds.

Ky., Louisville—City, Joseph T. O'Neal, Mayor, may vote Nov. 8 on \$1,500,000 \$1000 denom. not to exceed 4½% bonds for park improvements, boulevards and parkways. 9-7

La., Amite—Road—Tangipahoa Parish, Road Dist. No. 1, voted \$70,000 bonds. Address Parish, Police Jury. 9-1

La., Bastrop—Road—Morehouse Parish, Road Dist. No. 1, votes Oct. 1 on \$300,000 bonds; Lester White, Parish Engr.

La., New Orleans—Legislature adopted constitutional amendment authorizing \$9,000,000 bond issue for extension and improvement of drainage system.

La., New Orleans—Public Improvement—City, T. S. Walmsley, Commr. of Public Finance, receives bids Oct. 3 for \$4,500,000 4½% \$1000 denom. bonds. 9-15

La., Oakdale—Municipal Improvement—Town, E. L. Eldred, Mayor, votes Oct. 25 on

\$125,000 bonds, for street paving and graveling, white way, city hall; D. C. Green, Clk.

La., Oakdale—City votes soon on \$80,000 public improvement, and \$80,000 to \$100,000 for street paving, storm drainage and white way lighting; Henry A. Mentz, Consit. Engr., Hammond.

La., Shreveport—School—Caddo Parish, Forbing School Dist., votes Oct. 18 on \$30,000 bonds. Address Parish School Board.

La., Vinton—Sewer—Town votes soon on \$50,000 bonds; Henry A. Mentz, Consit. Engr.

Md., Baltimore—City, Wm. F. Broening, Mayor, will authorize Comms. of Finance to issue \$10,000,000 4% Port Development Loan bonds.

Miss., Blue Mountain—Paving—City, Mayor and Board of Aldermen, considering bond issue.

Miss., Meridian—Road—Lauderdale County votes Oct. 4 on \$800,000 bonds. Address Board of Suprs. 8-15

Miss., Meridian—Road—Lauderdale County Board of Suprs. considering \$750,000 bond issue.

Miss., Newhebron—School—Newhebron Consolidated School Dist. votes Sept. 30 on \$50,000 bonds. Address Pres. Board of Trustees.

N. C., Benton Heights, Monroe—Town, W. F. Benton, Mayor, voted \$20,000 bonds for water works; plans selling bonds.

N. C., Lexington—Indebtedness—Davidson County Comms. plan \$115,000 bond issue.

N. C., Bessemer City—Sewer—Town, J. M. Torrence, Clk., plans \$30,000 bond issue.

N. C., Franklin—Courthouse and Jail—Macon County Comms., C. H. Cabe, County Mgr., plans \$250,000 bond issue about first Monday in Nov.

N. C., Hickory—City, J. E. Elliott, Mayor, plans \$100,000 bond issue for water works and \$350,000 bond issue for paving; plans selling \$100,000 paving bonds. 9-15

N. C., Robbinsville—Road—Graham County votes Oct. 18 on \$100,000 bonds. Address County Comms.

N. C., Scotland Neck—School—Halifax County Board of Graded School Trustees, R. A. Phillips, Sec., receives bids Sept. 30 for \$15,000 \$500 denom. not to exceed 6% bonds.

N. C., Warrenton—School Funding—Warren County Comms., S. M. Clark, Clk., receives bids Oct. 19 for \$55,000 5% \$1000 denom.

Okla., Muskogee—City Hall—City Council may call bond election. Address City Clk.

Okla., Bartlesville—Library—City may vote on bonds. Address City Clk.

S. C., Columbia—Paving—City, L. B. Owens, Mayor, authorized \$100,000, \$1,000 denom. bond issue; Marvin Porter, City Engr. 9-15

Tenn., Bristol—Bridge—City and Sullivan County voted \$6000 bonds. Address City Clk., or County Comms. 8-18

Tenn., Tiptonville—Road—Lake County Court, Melvin Tipton, Chmn., receives bids Sept. 24 for \$100,000, 5%, \$1,000 denom. bonds. 9-8

Tenn., Nashville—State Funding Board receives bids Oct. 1 for \$1,000,000 rural school, and \$500,000, University of Tennessee, \$1000 denom. not to exceed 5% bonds.

Tenn., North Chattanooga, Chattanooga—City, W. S. Beck, Mayor, plans voting in Oct. on \$125,000 bonds.

Tex., Amarillo—Indebtedness—City, Jeff D. Bartlett, Mgr., receives bids Sept. 27 for \$350,000, not to exceed 5% funding warrants.

Tex., Bellville—Road—Austin County, C. D. Duncan, County Judge, defeated \$425,000 bond issue. 9-1

Tex., Brady—City votes Oct. 22 on \$180,000 5½% bonds; \$75,000, indebtedness, etc.; \$30,000, city hall; \$75,000, paving. Address City Clk.

Tex., Clinton—School—City votes Oct. 8 on \$100,000 bonds. Address City Clk.

Tex., Corsicana—Road—Navarro County Comms. Court may call election on \$135,000 Road Dist. No. 2 bonds.

Tex., Dallas—School—City, J. Barney Davis, Finance Commr., receives bids Oct. 5 for \$350,000 4¼ or 4½% bonds. 8-18

Tex., Edinburg—Funding—City votes Sept. 27 on \$200,000 bonds. Address City Clk.

Tex., Edinburg—Road—Hidalgo County, Edinburg and Weslaco Mercedes Territory Dist. plan bond election. Address County Comms.

Tex., Edna—Road—Jackson County, John T. Vance, County Judge, voted \$175,000 bonds. 8-1

Tex., Galveston—Intracoastal Canal—Galveston County voted \$75,000 bonds. Address County Comms. 8-18

Tex., Glen Rose—Municipal Improvement—City votes Oct. 3 on \$125,000 bonds; \$66,000, water works; \$50,000, sanitary sewer system; \$9,000, fire station and city hall; Harvey B. McAllister, Consit. Engr., 519 N. Twelfth St., Waco.

Tex., Laredo—City, Albert Martin, Mayor, voted \$330,000 bonds; \$100,000, street and sewers; \$40,000, bridges; \$80,000, fire station and equipment; \$12,000, electric light traffic signals; \$6000, cemetery water tank; F. C. Heines, Engr. 8-25

Tex., Laredo—Municipal Improvement—City, A. R. Garcia, receives bids Oct. 4 for \$312,000 5% \$1000 denom. bonds. 9-15

Tex., Lefors—Road—Gray County, Pampa Special Road Dist. voted \$400,000 bonds. Address County Comms. 8-25

Tex., Muenster—City voted \$84,000 bonds; \$47,000, water works; \$37,000, sewer system. Address City Clk. 8-18

Tex., Port Arthur—School—City votes Sept. 24 on \$1,500,000 bonds; H. C. Preston, Pres. School Board.

Tex., Richmond—Road—Fort Bend County, W. F. McFarlane, County Judge, plans selling soon, \$625,000 5½% and \$500,000 5% bonds.

Tex., Rusk—Road—Cherokee County votes Oct. 13 on \$400,000 bonds. Address County Comms. 9-1

Tex., Sweetwater—Road—Nolan County will vote in near future on \$100,000 bonds. Address County Comms.

Tex., Victoria—Road—Victoria County Comms. Court plan calling election within 10 days on \$1,000,000 bonds; P. B. Putney, County Judge.

W. Va., Clarksburg—Courthouse—Harrison County votes Oct. 4 on \$1,000,000 bonds; Maurice L. Loudin, Clk. 6-2

W. Va., Clarksburg—Road—Harrison County Comms. may call election on \$300,000 bonds for road building in Tenmile Dist.

W. Va., Moorefield—Town Hall—Town votes this fall on \$15,000 bonds. Address Town Clk.

W. Va., Fayetteville—Sewer, Street—City votes Oct. 3 on \$34,900 bonds. Address City Clk.

W. Va., Paden City—Street—City voted \$30,000 bonds. Address City Clk.

Bond Issues Sold

Ala., Birmingham—Improvement—City, Eunice Hewes, Clk., sold \$420,000, 4¼%, \$1000 denom. bonds to Birmingham Sinking Fund Comm. at \$422,059. 9-1

Ala., Montgomery—W. B. Allgood, State Treas., wires: "\$2,000,000, 4%, and \$3,000,000, 4¼% highway bonds sold to Ward, Sterne & Co., Birmingham, Caldwell & Co., Nashville, and Marx & Co., Birmingham, at par, accrued interest and premium \$910; \$1,000,000, 4¼% harbor bonds, to First National Bank, Montgomery, at par, accrued interest and premium of \$17,000." 8-1, 8-8

Fla., Bonifay—Road, Bridge—Holmes County Court, T. W. Cree, Clk., sold \$200,000 Dist. A and B bonds, to Bank of Bonifay at 95 and accrued interest. 9-8

Fla., Dade City—Road—Pasco County, A. J. Burnside, Clk., sold \$10,000, 6%, \$1,000 denom. bonds to Brown-Crummer Co., Wichita, Kansas, at \$38,428 and interest. 8-25

Fla., St. Augustine—St. Johns County Comms., Obe P. Goode, Clk., sold \$500,000, 5%, \$1000 denom. Series C bonds to Seasongood & Mayer, Cincinnati, Ohio, at \$975.53; rejected all bids on \$400,000 bonds. 8-8

La., DeRidder—Highway—Beauregard Parish Police Jury, B. H. Carroll, Pres., sold \$97,000 6% Road Dist. No. 1 bonds to Caldwell & Co., Nashville, Tenn., and Interstate Bank and Trust Co., New Orleans, at par, accrued interest and premium of \$633. 8-25

Md., Brunswick—Street—City, Jacob H. Moler, Mayor, sold \$10,000 5% bonds to Fredericktown Savings Institution, Frederick. 8-25

Md., Rockville—Montgomery County Commissioners, Benjamin C. Perry, Pres., sold \$400,000, 4¼%, \$1000 denom. road bonds to National City Co., New York, at 102.539; \$60,000, 4¼%, \$1000 denom. police station bonds to Baltimore Trust Co., at 102.403. 8-25

(Continued on page 110)

Where KNOWLEDGE Is Bliss and IGNORANCE is Folly

Ignorance *may* be bliss and it *may* be folly to be wise—in poetry—but *not in business*; for Ignorance is the greatest of all business evils; because it is blind business in action.

Successful business *knows*, from costly experience, that Ignorance is *anything but bliss*. And that the only connection *folly* has with *wisdom* is when business has been foolish enough not to be wiser *sooner*.

Nine out of ten infirmities and failures in business are directly traceable to barren Ignorance—ignorance of trade conditions, of costs, of markets, of simple organization, system, management, control. And, above all, *blind* ignorance of the presence of a new order of things in business today—the order of *exact knowledge based on dependable facts and figures*—the order of Modern Accountancy.

Ignorance is the bandage to the eyes, the chain to the feet, of Progress. Knowledge is the wings lifting business to greater heights in human service—and so to Power and Profit.

A business that *knows itself* does not fail. A business that *guesses and gambles* never fails to fail.

ERNST & ERNST

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FINANCIAL NEWS

(Continued from page 108)

Miss., Hazlehurst—School—Copiah County Court sold \$150,000, 5% bonds to Hibernia Securities Co., New Orleans, La., at premium of \$2,347, for Crystal Springs Consolidated School Dist. 9-1

Miss., Moss Point—Water Works—Pascagoula National Bank, Moss Point, purchased 5½% bonds. 9-1

N. C., Oxford—Funding—Granville County Comms., C. G. Powell, Clk., sold \$233,000 4½% \$1000 denom. bonds to Wells Dickey Co., Minneapolis, Minn., at \$236,052. 9-8

N. C. Troy—Funding—Montgomery County, E. H. Wood, Clk., sold \$65,000, 4½% bonds to W. L. Slayton & Co., Toledo, Ohio, at par. 7-28

N. C., Winston-Salem—Forsyth County Comms., sold \$100,000 4% notes to Farmers Natl. Bank and Trust Co. 9-8

N. C., Yadkinville—Jail—Yadkin County Comms., sold \$25,000 4½% \$1000 denom. bonds to N. S. Hill & Co., 408 Trac. Bldg., Cincinnati, Ohio, at premium of \$228.40. 9-8

Okla., Cleveland—Building—Brown-Crummer Co., Wichita, Kansas, purchased \$85,000, 5½% bonds. 9-8

Okla., Chickasha—Water Works—City, C. A. Chincholl, Clk., sold \$90,000 bonds to Chickasha Clearing House, at par, accrued interest and premium of \$801, to bear interest rate of 4.5%. 9-8

Okla., Claremore—Road—Rogers County Comms., sold \$195,000, 5½% bonds to Brown-Crummer Co., Wichita, Kansas. 9-8

Okla., Earlsboro—Water, Sewer—City, Mayor Knappenberger, sold \$225,000 bonds to Edgar Honnold & Co., First Natl. Bank Bldg., Oklahoma City. 9-15

Okla., Oklahoma City—Road—Oklahoma County Comms., C. C. Breeding, Deputy County Clk., sold \$1,650,000, \$1,000 denom. bonds to Fidelity National Bank, and Taylor White Co., American Natl. Bldg., Oklahoma City; \$220,000, 4%; balance 4½%. 9-8

Tenn., Memphis—Improvement—City, C. C. Pashby, Clk., sold \$1,700,000 bonds to Guaranty Trust Co. and Associates at premium of \$1258: \$900,000, 15-yr. 4½%; \$250,000, 3-yr. 4½%; \$550,000, 15-yr. 4%. 8-25

Tenn., Nashville—City, Hilary E. Howse, Mayor, sold to Harris Trust and Savings

Bank, Chicago, Ill.: \$60,000 4½% street improvement bonds, at \$60,206; \$55,000 4½% general improvement bonds, at \$55,176; \$75,000 4½% street bonds, at \$75,246. 9-1

Tenn., Chattanooga—Road—Hamilton County Comms., Will Cummings, County Judge, sold \$250,000 4½% \$1000 denom. bonds to First National Bank, Chattanooga, and Bankers Trust Co., New York, at premium of \$9772.50. 9-8

Tenn., Memphis—Fidelity Bank & Trust Co., Guaranty Trust Co., and Detroit Co., all New York; Continental & Commercial Co., Northern Trust Co. and Ames, Emerich & Co., all Chicago, Ill., \$750,000 4.28½% school bonds at premium of \$24,074. 9-8

Tex., Austin—School—State Board of Education purchased \$400,000 5 and 6% bonds. 9-8

Tex., Bay City—Matagorda County Comms., sold \$600,000, 4½%, \$1,000 denom. bonds to Kauffman, Smith & Co., Security Bldg., St. Louis, Mo. 9-8

Tex., Burnett—Road—Burnett County Comms., sold \$60,000 bonds to C. H. Ripley & Co., Dallas. 9-8

Tenn., Nashville—Road—Davidson County, Litton Hickman, County Judge, sold \$1,500,000 4½% bonds to Harris Trust and Savings Bank, Chicago, Ill., at \$1,546,744. 9-15

Tex., Lefors—Road—Gray County, T. W. Wolfe, County Judge, sold \$250,000 5½% Road Dist. No. 4 bonds to Brown-Crummer Co., Wichita, Kan. 9-15

Tex., Lufkin—Municipal Improvement—City sold \$300,000 bonds to Caldwell & Co., Nashville, Tenn., at par, accrued interest and premium of \$21,719. 8-25

Tex., Spearman—Improvement, Indebtedness—City, Irene Womble, Asst. Sec., sold \$71,168, 5½% bonds to Garrett & Co., Dallas, Tex., at par. 9-15

W. Va., Parkersburg—Street, Sewer—City, W. E. Stout, Mayor, sold \$450,000, 4½% bonds to First National Bank, Parkersburg, representing Bankers Trust Co., and Estabrook & Co., New York, at par, accrued interest and premium of \$4,000.50. 9-1

W. Va., Charleston—Road—W. S. Johnson, State Treas., sold \$2,000,000 bonds to syndicate composed of Mercantile Trust and Deposit Co., Baker, Watts & Co., both Baltimore, and Eldredge & Co., New York, to bear average interest of slightly less than 4%; \$1,620,000 at 4½% and \$380,000 at 3½%. 9-1

Building and Loan Associations

Tex., Beaumont—Gulf Coast Building & Investment Co., capital \$10,000, chartered; John C. Fertitta, 2485 Park St., Anthony Lombardo, 2526 Magnolia St., Sam Serio, Jr., 1725 Milam St. 9-1

New Financial Corporations

Ala., Birmingham—Birmingham Industrial Finance Co., 114 N. Seventeenth St., organized; F. D. McArthur, Pres., First Natl. Bank Bldg.; W. A. Currie, V.-P., 1006 W. Second St.; Arthur C. Crowder, Jr., Sec., Age-Herald Bldg. 9-8

Ala., Birmingham—Moore & Co., capital \$200,000, organized; Ed S. Moore, 2028½ First Ave., N., Chmn. Board of Directors; Ed H. Moore, W. J. Ware, Jr., 1126 S. 19th St. 9-8

Ala., Clarksdale—Securities Co., incorporated; M. G. Downing, H. M. & J. W. Crisler. 9-8

Ala., Mobile—State Savings Bank, 55 St. Joseph St., capital, surplus and undivided profits, \$114,359, re-organized; Wm. B. Taylor, Pres.; Edward S. Wahl, V.-P. and Cashier; J. B. Dortch, Chmn. of Board. 9-8

Md., Elkton—American Mortgage Investment Co., capital \$25,000; incorporated; E. V. Brown, Elkton; C. V. Mannerling, L. B. Vincent, both Wilmington, Del. 9-8

Tex., San Antonio—Commerce Finance Corp., capital \$25,000, incorporated; S. L. Gill, 110 E. Huisache; W. A. Williams, 1002 W. Kingshighway; D. M. Rogers. 9-8

W. Va., Huntington—Chamber of Commerce preparing plans to organize bank to take over assets and liabilities of American Bank & Trust Co., recently closed. 9-8

Mount Vernon Savings Bank, R. Golden Donaldson, Chmn. of Board, Washington, D. C., plans increasing capital, \$200,000 to \$500,000. 9-8

Parks Investment Co., Dallas, Tex., plans increasing capital, \$50,000 to \$152,400. 9-8

C. E. Calder, president of the American and Foreign Power Company, Inc., and formerly president of the Texas Power and Light Company, has been elected a vice-president of the Electric Bond and Share Company. 9-8

Memphis Sells \$1,700,000 Improvement Bonds.

Improvement bonds in the amount of \$1,700,000 have been sold by the city of Memphis to the Guaranty Trust Company, New York, at a premium of \$1258, according to a telegram from C. C. Pashby, city clerk of Memphis. The bonds will include \$900,000, 4½ per cent, to mature in an average of 15 years; \$250,000, 4½ per cent, to mature in an average of three years, and \$550,000, 4 per cent, to mature in an average of 15 years.

\$9,000,000 Bonds for New Orleans' Drainage System.

New Orleans, La.—A bill providing for a constitutional amendment to permit the refinancing of the New Orleans water and sewerage board by means of a \$9,000,000 bond issue, was passed at the special session of the legislature recently adjourned. The proposed bonds will provide for big extensions and improvements to the city's drainage system.

\$1,000,000 School Bonds Sold for \$1,026,667.

Bringing a premium of \$26,667, an issue of \$1,000,000 school bonds has been sold by the city of Louisville, Ky., to Olmsted Brothers, Henning Chambers & Co. and the Fidelity and Columbia Trust Company, all of Louisville, according to a telegram from Samuel D. Jones, business manager of the city. The bonds will bear an interest rate of 4 per cent.

Knoxville Sells \$1,500,000 Bonds.

Knoxville, Tenn.—Revenue anticipation bonds in the amount of \$1,500,000 have been sold by the city of Knoxville to the Chase National Bank, New York, on the basis of a 3.85 per cent interest rate and \$50 premium. Proceeds from the issue will be used to pay \$1,500,000 of \$2,000,000 current indebtedness due September 15, the balance to be paid from the city treasury.

North Carolina County Offers \$279,000 Bonds.

Winston-Salem, N. C.—Bids will be received until October 3 by the Board of Commissioners of Forsyth County, addressed to J. M. Lentz, clerk, for the purchase of \$129,000 of school bonds and \$150,000 county home bonds. Bidders are invited to specify the rate of interest which the bonds will bear, based on multiples of one-quarter of 1 per cent but not to exceed 5 per cent.

Fort Pierce Asks Bids on \$494,600 Bonds.

Fort Pierce, Fla.—Sealed proposals for two bond issues aggregating \$494,600, to bear an interest rate of 6 per cent, will be received until October 3 by the City Commission of Fort Pierce at the office of Elwyn N. Moses, city clerk. One issue is \$294,600 local improvement bonds and the other \$200,000 revolving fund bonds, both to be issued in denominations of \$1000 each.

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COMplete satisfaction for both borrower and bond owner is the basic principle of our policy in financing worthy income-producing projects. The soundness of this policy is proved by the fact that buildings financed by this company are among the most successful to be found in the principal cities of the South, Southwest and West.

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British and American Investments Abroad.

A comparison has been made between the foreign investments of Great Britain and the United States over the period 1920 to 1927. According to advices received by Bankers Trust Company of New York from its British Information Service, the statistics show that in 1920 the foreign loans of the United States were considerably larger than Great Britain's, that between 1921 and 1923 the two countries were running about even and Great Britain took the lead in 1923, but since 1924 the American overseas investments have forged ahead, until in the first half of this year they were roughly two and a half times as large as British foreign investments. The table which follows gives the total investments of the two countries from 1920 to the first half of 1927:

BRITISH AND AMERICAN OVERSEAS INVESTMENTS.

	(In millions.)	
	Great Britain In £	United States In \$
1920	59.7	540
1921	115.7	631
1922	135.2	682
1923	136.2	413
1924	134.2	878
1925	87.8	1,031
1926	112.4	1,135
*1927	56.8	726

*Six months.

"While this lead of American investments overseas may produce serious effects in political and naval policies, as well as influencing the currents of foreign trade," says the Bankers Trust Company, "the most important factor from the British point of view is the distribution of our foreign investments. The outstanding features of the second quarter of the year are the lack of German loans; the appearance for the first time in many periods of British borrowing in the United States, and the lead of Europe over Canada, and of Canada over Latin America in the volume of securities taken."

Real Estate Loan Business and Travel Club Plan.

A combination of real estate loan business and a travel club plan as an enterprise of international scope is reported in a press dispatch from Richmond, Va., concerning the organization of the Mortgage Savings & Transportation Corporation, which was chartered there recently with authorized capitalization of \$2,500,000. It is stated that the corporation will offer to the public opportunity to save in monthly instalments for traveling and to get substantial reductions in the cost of railroad and steamer tickets. The money thus received by the corporation will be loaned on real estate. It is said that several railroad and steamship companies have already entered the plan and others will similarly co-operate.

The officers are given as follows: Chairman, Oliver Harriman, of Harriman & Co., bankers, New York; President, George W. Call, who is vice-president of the Richmond Trust Company; Vice-President, W. O. Pierson, who is treasurer of the Sun Mortgage Company; Secretary and Treasurer, Dean Maury, who is vice-president and trust officer of the Richmond Trust Company; Assistant to the Chairman of the Board, F. C. Carley, of New York, formerly with Harriman & Co. Others named as directors are Frank J. Hughes and W. R. Kelley, of Washington, D. C.; A. P. Avery, of St. Petersburg, Fla.; E. A. Palmer, L. Larus and Carroll Taylor, Richmond.

Charter for Virginia Domestic Coke Corporation.

Richmond, Va.—A charter has been granted by the Virginia State Corporation Commission to the Virginia Domestic Coke Corporation, with offices in the Mutual Building, Richmond. Offices of the new corporation include Talbot E. Pierce, Waterford, Va., president, and Charles Loeber, Richmond, secretary-treasurer. These, with Lawrence W. Wallace of Washington, D. C., constitute the board of directors.

INDUSTRIAL EXPANSION UNDER WAY IN TAMPA.

Review of Recent Building Activities Indicates Steady Forward Movement—Future Outlook Bright.

Tampa, Fla.—L. P. Dickie, executive vice-president of the Tampa Board of Trade, in an address, "Looking Toward the 1927-28 Season," before the Rotary and Kiwanis Clubs during Prosperity Week, recently observed, sounded an optimistic chord. In addition to presenting interesting statistics showing the growth of business in the city and outlining the brighter prospects for the coming tourists season as compared with last year, Mr. Dickie presented an impressive summary showing important building projects underway, projected and recently completed. This list included the following:

Florida Portland Cement Company put in operation its \$5,000,000 plant.

The classification yards of the Atlantic Coast Line Railroad, representing an ultimate investment of \$10,000,000, is partly completed and in use.

The new plant of the Florida Shipbuilding and Engineering Company will engage in fabricating steel, etc.

The Linde Air Products Company, New York city, has broken ground for a large manufacturing plant here.

The American Cocoa Fiber Products Company, importers of fibers for matting and floor coverings, will locate a plant here.

Super-Heat, Inc., manufacturers of gas for heating and cooking which is compressed and sold in containers, has secured a site for distribution and storage plant.

The Tampa Electric Company recently purchased for about \$450,000 the site for a big new power plant.

Tentative plans have been announced for a \$1,000,000 pre-cooling and cold storage plant for Hamlett and Perry Brothers.

The Hall Chemical Manufacturing Company is completing a new insecticide and chemical products plant.

The Southern Tin Plating Company recently opened the first plant of its kind in the city.

Sub-Contracts on \$300,000 Y. M. C. A. Building.

W. Frank Ault, Little Rock, Ark., general contractor for the erection of a \$300,000 Y. M. C. A. building in that city, advises that the following sub-contracts have been awarded:

Millwork—Arkla Sash and Door Company, Little Rock.

Plumbing and heating—Himstedt & Sons, Little Rock.

Elevators—St. Louis branch of Otis Elevator Company, New York.

Stone—Hilliard Brothers, Little Rock.

Electric wiring—Arkansas Electric Company, Little Rock.

Miscellaneous iron—Southern Ornamental Iron Works, Dallas, Texas.

Structural steel and reinforcing steel—Arkansas Foundry Company, Little Rock.

The building will be five stories, 120 by 141 feet, fireproof, of reinforced concrete construction with tile roof. Mann & Stern are the architects and Carver & Morrow, engineers, both of Little Rock.

Texas Road Contracts Exceed \$1,000,000.

Austin, Texas.—Contracts for road construction and maintenance have been awarded by the State Highway Commission to an aggregate of more than \$1,000,000. Six projects covering a total of approximately 64 miles of grade and drainage construction were awarded at a total of \$504,946, while one project covering 13 miles of bituminous macadam surfacing was awarded at \$102,018, and one for a gravel approach to the Burkburnett bridge, at \$5972. Maintenance work on about 225 miles of hard-surfaced roads was awarded at a figure in excess of \$400,000.

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Asks Bids on Five-Story Hospital Building.

New Orleans, La.—Proposals for the erection of a five-story doctors' building for the Presbyterian Hospital here will be received until September 30 by Rathbone DeBuys of this city, who is architect for the structure. The building will be fire-proof, of steel, brick and limestone construction, supported by a pile foundation. It will be known as the James M. Batchelor Building. The following New Orleans contractors are estimating: John Riess, Lionel F. Favret, R. P. Farnsworth & Co., O. M. Gwin Construction Company, Underwood Contracting Company and J. A. Petty & Sons Company.

To Donate 400-Acre Site for \$1,000,000 Veterans' Hospital.

Alexandria, La.—By the terms of a bill passed at the recent special session of the Louisiana Legislature providing for a constitutional amendment, the State will be permitted to donate a 400-acre site in Rapides parish for the erection of the proposed \$1,000,000 hospital to be erected by the United States Veterans' Bureau, Washington, J. Ernest Price, executive officer of the construction department. It is understood that tentative plans for the hospital have already been approved.

Plans \$450,000 Pecan Shelling Plant.

Reports state that the Texas Pecan Shelling Company, San Antonio, is having preliminary plans prepared for the construction of a pecan shelling plant in San Antonio to include cold storage warehouses and other facilities, estimated to cost \$450,000. The company wires that plans and specifications for the proposed plant will not be ready for some time, as neither engineers nor contractors have been employed.

Considering \$700,000 Recreational Forum.

The city of Miami Beach, Fla., J. B. Lemon, recreation director, is considering the erection of a \$700,000 recreational forum in Flamingo Park, the property at present being leased by the city from the Carl G. Fisher Properties. Mr. Lemon advises that nothing definite has been done toward the erection of the structure, as the site will have to be purchased before details are completed. Seiler & Neider, with offices in the Calumet Building, Miami, are the architects.

A bond issue of from \$140,000 to \$160,000, to bear an interest rate of 5½ per cent, has been sold by sewer district No. 2 of Conway, Ark., to the Merchants and Planters Bank of Pine Bluff, Ark., at 102.90.

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68% of the American cotton used last year in all the mills of the United States was consumed by Southern mills?

57% of the country's active spindles are in the South?

38% of the country's increase in the volume of its manufacturing (1923-1925) was produced by plants in the South?

50% of the country's increase in developed water power last year was in the South?

The South has more than 1000 cotton mills, over 375 knitting mills, 66 woolen and worsted mills, 42 silk mills, 51 dyeing and finishing plants and 163 miscellaneous textile enterprises, representing an aggregate investment of over \$1,000,000,000.

During the last 4 years there has been built in this section, on the average, more than 13 new cotton mills each year, with additional construction and equipment to other branches of the textile industry. In the last few years more than 60 New England and other outside interests have bought and built textile plants in the Southern States. And yet cotton manufacturing represents less than 10% of the aggregate value of the South's industrial output, illustrating the scope of its activity in other lines than cotton.

Manufacturers Record

Baltimore, Maryland



PROPOSALS

BOND ISSUES

BUILDINGS

PAVING

GOOD ROADS



Bids close October 5, 1927.

\$20,000 6% School Bonds

Ocilla, Ga.

Notice is hereby given that sealed bids will be received by the undersigned at Ocilla, Georgia, until 12 o'clock noon on Wednesday, October 5, 1927, for the purchase of \$20,000 6 per cent bonds of the Mystic school district of Irwin County, Georgia.

Said bonds will be issued in denominations of \$1000 each and are dated March 1, 1927, bearing interest from date at the rate of 6 per cent per annum, payable annually, the first one of said bonds maturing on the 1st day of March, 1937, and one bond maturing on the 1st day of March of each and every day thereafter until and including the year 1956. The principal and interest of said bonds payable at the office of the Hanover National Bank, New York City.

The purchaser will be required to defray the cost of any legal examination in connection with the sale of said bonds.

Each bid shall be accompanied by a certified check for 2½ per cent of the face value of said bonds. All bids must be superscribed with the words "Bid for Mystic School District Bonds."

The right is reserved by the Board of Trustees of said school district to reject any and all bids.

J. M. WILLIS,
Secretary Board of Trustees
Mystic School District.

Bids close October 1, 1927.

\$500,000 State of Tennessee—University of Tennessee Building Bonds

Nashville, Tenn.

Sealed bonds on forms prescribed by the State Funding Board of the State of Tennessee will be received by said Board at its office in the City of Nashville, Tennessee, on the FIRST DAY OF OCTOBER, 1927, at 11 O'CLOCK A. M., for \$500,000 University of Tennessee Building Bonds of the State of Tennessee. Said bonds will constitute the general obligations of the State of Tennessee and will be dated July 1, 1927, payable July 1, 1942, bearing interest payable January 1 and July 1. The bonds will be coupon bonds, registrable as to principal, or as to both principal and interest, and both principal and interest will be payable in lawful money of the United States at the Fiscal Agency of the State of Tennessee, in the City of New York, New York, or at the office of the State Treasurer, Nashville, Tennessee, at the option of the holder.

Said bonds will bear interest at a rate not exceeding five per centum per annum, and will be sold to the bidder offering to accept said bonds at the lowest rate of interest in multiples of one-quarter of one per cent (1%), and in the event two or more bidders bid for bonds bearing the same rate of interest, then to the bidder offering to pay the highest premium. No bid of less than par and accrued interest will be considered.

All bids must be enclosed in a plain sealed envelope marked "Proposal for University of Tennessee Building Bonds," and must be accompanied by a certified check for two per cent (2%) of the amount of bonds bid for, drawn upon a bank or trust company, payable to the order of the undersigned, to secure the faithful performance of the terms of the bid. All bids must be unconditional.

The opinion of Messrs. Thomson, Wood & Hoffman of New York City, approving the validity of said bonds, will be furnished to the successful bidder free of charge. The right is reserved to reject any and all bids. Said bonds will be ready for delivery ON OR ABOUT OCTOBER 15, 1927, and payment may be made therefor in Nashville, New York, Philadelphia, Boston, Baltimore or Chicago, at the purchaser's option.

By order of the Funding Board of the State of Tennessee.

Dated SEPTEMBER 15, 1927.
F. S. HALL,
Commissioner of Finance and Taxation
and Secretary of State Funding Board.

Bids close October 4, 1927.

\$312,000 5% Bonds

Laredo, Texas, Sept. 7, 1927.

Sealed bids will be received by the City Council of the City of Laredo for the purchase of Three Hundred Twelve Thousand Dollars of city serial bonds, dated November 1, 1927, in the sum of One Thousand Dollars each, bearing five per cent interest per annum from date, payable semi-annually. All bids must be filed with the City Secretary at City Hall at Laredo, Texas, not later than 7.30 P. M. October 4, 1927. Each proposal to purchase any or all of said bonds must be accompanied by a cashier's check or certified check for an amount equal to five per cent of the proposal, payable to J. A. Ortiz, City Treasurer, as evidence of good faith. The city reserves the right to reject any or all bids. Information regarding these bonds may be had on application to Honorable Albert Martin, Mayor.

ALBERT MARTIN, Mayor.

Attest:
A. R. GARCIA,
City Secretary.

Bids close October 10, 1927.

\$55,000 5% School Funding Bonds

Warrenton, N. C.

Sealed bids, addressed to the undersigned, will be received by the Board of Commissioners of Warren County at the office of the County Commissioners at the Courthouse in Warrenton, North Carolina, until the 10th day of October, 1927, at 11 o'clock A. M., for the purchase of \$55,000 School Funding Bonds of Warren County, N. C., dated July 1, 1927, of the denomination of \$1000 each, maturing \$5000 on July 1 in each of the years 1928 to 1936, both inclusive, and \$10,000 on July 1, 1937, and bearing interest at the rate of five per centum per annum, payable semi-annually January 1 and July 1. Coupon bonds, principal and interest, payable in lawful money at the Hanover National Bank in the City and State of New York. These bonds are issued pursuant to the County Finance Act of North Carolina.

A certified check payable to the order of the Board of Commissioners of Warren County for two per cent of the amount of bonds bid for must accompany each bid. The right is reserved to reject all bids. The approving opinion of Messrs. Clay, Dillon & Vandewater, attorneys, of New York City, will be furnished to the purchaser without charge. Dated September 5, 1927.

S. M. GARDNER,

Clerk of the Board of Commissioners,
Warren County, North Carolina.

Bids close October 4, 1927.

Bridge

DEPARTMENT OF PUBLIC FINANCES
PURCHASING DIVISION
ROOM 24 CITY HALL

New Orleans, La.

Sealed proposals will be received at this office until the hour of 11 o'clock Tuesday, October 4, 1927, and publicly opened at the first Council meeting thereafter, for the construction of the SUPERSTRUCTURE of an electrically operated PLATE GIRDER SWING BRIDGE CROSSING New Basin Canal at South Claiborne Avenue in accordance with plans and specifications on file in this office. DEPOSIT Twenty-five (25%) per cent of the total amount of bid, cash, certified check or bid bond, must accompany the bid. Bond: Fifty per cent of the contract price.

Contract before the City Notary at bidder's expense.

Bidders must have paid their city license in order that their bid may be accepted.

The city reserves the right to reject any or all bids.

A deposit of \$10 will be required for plans and specifications, which deposit will be refunded upon return of plans and specifications in good order.

T. SEMMES WALMSLEY,
Commissioner of Public Finances.

Bids close September 30, 1927.

\$575,000 4½% Bonds

Chattanooga, Tenn.

Sealed bids will be received at the office of the undersigned until 11 o'clock A. M. September 30, 1927, for the following bonds of the City of Chattanooga, Tennessee:

\$575,000 Floating Debt Bonds, issued under authority of Chapter 50 of the Public Acts of the General Assembly of Tennessee for 1913, first extra session, as amended by Chapter 133 of the Public Acts of 1921 and Chapter 129 of the Public Acts for the year 1917, amended by Chapter 61 of the Public Acts of Tennessee for the year 1925.

Bonds dated October 1, 1927, bearing interest at the rate of four and one-half (4½%) per centum per annum, payable semi-annually, in denominations of \$1000, and maturing in thirty years.

Both principal and interest of these bonds payable in lawful money of the United States at the National City Bank, New York, and legal opinion of Caldwell & Raymond, Attorneys, New York, will be furnished free to the purchaser. Bonds will be prepared and furnished at the expense of the city.

No bids will be considered at less than par and accrued interest, and as an evidence of good faith certified check for two (2%) per cent of the face value of the bonds, payable to F. K. Rosamond, City Treasurer, to be forfeited in event of failure to accept and pay for bonds awarded, must accompany bid.

STATEMENT

Assessed value (1926).....	\$106,823,484.00
Actual value (estimated)....	153,500,000.00
Net bonded debt (including this issue).....	9,522,385.00
Tax rate (including 10 cents for sinking fund)....	1.74

These bonds are free from all taxes in Tennessee, including State, County and City, and are exempt from Federal Income Tax.

The right is reserved to reject any or all bids.

Address:

E. D. BASS, Mayor,
Municipal Building,
Chattanooga, Tenn.

Bids close October 13, 1927.

Bridge

Bastrop, La.

The Police Jury of Morehouse Parish will receive bids up to 11 A. M. Thursday, October 13, 1927, at Bastrop, La., at which time and place they will be publicly opened and read, for the following bridge construction: Beauf River Bridge, five miles east of Oakridge, La., to be a 323-foot span creosoted timber structure.

Norman Bridge, four miles east Oakridge, to be 200-foot span creosoted timber structure.

Hamby Slough Bridge, four miles east of Oakridge, to be 100-foot span creosoted timber structure.

Total quantities (approximate) in all three structures:

6,000 lin. ft. piling (creosoted).
40,000 FBM creosoted bridge lumber.
38,000 FBM untreated bridge lumber.
Lumber sizes may be secured upon application to the Parish Engineer's office. Plans, proposal forms and specifications covering all three structures will be ready for distribution October 1.

The Police Jury will also receive bids up to the hour and date above mentioned for the furnishing of all bridge lumber and piling for the three bridge structures. Proposal forms may be secured at the Parish Engineer's office after October 1. All proposals for construction and lumber must be accompanied by a certified check in the amount of five per cent of the total bid as a proposal guarantee.

J. LESTER WHITE,
Parish Engineer.

J. W. BRODNAX,
President Police Jury.

Bids close October 1, 1927.

\$1,000,000 Tennessee Rural Public School Building and Repair Bonds

Nashville, Tenn.

Sealed bids on forms prescribed by the State Funding Board of the State of Tennessee will be received by said Board at its office in the City of Nashville, Tennessee, on the FIRST DAY OF OCTOBER, 1927, at 11 O'CLOCK A. M. for \$1,000,000 Tennessee Rural Public School Building and Repair Bonds of the State of Tennessee. Said bonds will constitute the general obligations of the State of Tennessee and will be dated July 1, 1927, payable July 1, 1947, and bearing interest payable January 1 and July 1. The bonds will be coupon bonds, registerable as to principal, or as to both principal and interest, and both principal and interest will be payable in lawful money of the United States at the Fiscal Agency of the State of Tennessee, in the City of New York, or at the office of the State Treasurer, Nashville, Tennessee, at the option of the holder.

Said bonds will bear interest at a rate not exceeding five per centum per annum, and will be sold to the bidder offering to accept said bonds at the lowest rate of interest in multiples of one-quarter of one per cent (1%), and in the event of two or more bidders bid for bonds bearing the same rate of interest, then to the bidder offering to pay the highest premium. No bid of less than par and accrued interest will be considered.

All bids must be enclosed in a plain sealed envelope marked "Proposal for Tennessee Rural Public School Building and Repair Bonds," and must be accompanied by a certified check for two per cent (2%) of the amount of bonds bid for and drawn upon a bank or trust company, payable to the order of the Secretary of State, to secure the faithful performance of the terms of the bid. All bids must be unconditional.

The opinion of Messrs. Thomson, Wood & Hoffman of New York City, approving the validity of said bonds, will be furnished to the successful bidder free of charge. The right is reserved to reject any and all bids. Said bonds will be ready for delivery on or about OCTOBER 15, 1927, and payment may be made therefor in Nashville, New York, Philadelphia, Boston, Baltimore or Chicago, at the purchaser's option.

By order of the Funding Board of the State of Tennessee, dated September, 1927.

F. S. HALL,

Commissioner of Finance and Taxation and Secretary of State Funding Board.

Bids close September 27, 1927.

Highway Construction

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND
STATE ROADS COMMISSION
NOTICE TO CONTRACTORS

Baltimore, Md.

SEALED PROPOSALS for building three sections of State Highway as follows:
Frederick County, Cont. F-85—One section of State Highway along the Liberty Road from Unionville toward the Carroll County line for a distance of 1.0 mile. (Concrete.)

Montgomery County, Cont. M-93—One section of State Highway along Carroll avenue from the D. C. Line to Flower avenue, a distance of 1.0 mile. (Concrete.)

Cecil County, Cont. Ce-59—One section of State Highway from Earleville toward Pearce Neck, a distance of 1.0 mile. (Concrete.)

will be received by the State Roads Commission at its offices, 601 Garrett Building, Baltimore, Maryland, until 12 M. on the 27th day of September, 1927, at which time and place they will be publicly opened and read.

Bids must be made upon the blank proposal form which, with specifications and plans, will be furnished by the Commission upon application and cash payment of \$1.00, as hereafter no charges will be permitted.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (\$500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond and comply with the Acts of the General Assembly of Maryland respecting contracts.

The Commission reserves the right to reject any and all bids.

BY ORDER of the State Roads Commission this 13th day of September, 1927.

JOHN N. MACKALL, Chairman.

L. H. STEUART, Secretary.

Bids close October 6, 1927.

Street Paving

Fitzgerald, Ga.

Sealed proposals on blank forms furnished by the city and addressed to the "Mayor and Council," Fitzgerald, Georgia, will be received until 2 P. M. October 6, 1927, for furnishing all material, equipment and labor and doing the following work:

Approximately 21,000 square yards street paving, with all necessary curbs and gutters and drainage and appurtenances thereto, all as set out in plans and specifications upon adopted by said Board.

Each bid must be accompanied by a certified check (not bidder's bond), made payable to the City of Fitzgerald, for not less than three thousand dollars (\$3000).

Plans and specifications can be seen at the City Clerk's office or the office of the Engineers and specifications can be obtained from the Engineers upon payment of two dollars, or, if requested, Engineers will furnish full set of plans and specifications upon payment of ten dollars, to cover cost of printing and handling.

The right is reserved to reject any or all bids.

J. H. MAYES, Mayor.

G. F. P. DICKSON, City Clerk.

H. S. JAUDON ENGINEERING CO.,

Engineers,

Elberton, Ga.; Fitzgerald, Ga.

Bids close October 4, 1927.

Water-Works and Sanitary Sewers

Victoria, Va.

Sealed proposals will be received by the Town of Victoria, Virginia, for furnishing all labor, materials and equipment and constructing a Water-Works and Sanitary Sewerage System as per plans of Engineers, in and for the Town of Victoria, until 3 P. M. October 4, 1927, at which time they will be opened and read publicly.

The principal items of work are approximately as follows:

- 2 Deep Well Pump Houses.
- 1 Steel Tower and Tank.
- 2 Deep Well Pumps.
- 48 Feet 20-inch Cast-Iron Pipe.
- 108 Feet 16-inch Cast-Iron Pipe.
- 180 Feet 12-inch Cast-Iron Pipe.
- 2,652 Feet 10-inch Cast-Iron Pipe.
- 2,124 Feet 8-inch Cast-Iron Pipe.
- 14,952 Feet 6-inch Cast-Iron Pipe.
- 27,000 Feet 1½-inch Galvanized Steel Pipe.

50 Fire Hydrants.

94 Valves.

67,035 Feet Sewer Pipe.

2 Duplex Sewage Pumping Stations.

2 Imhoff Tanks.

1 Septic Tank.

3 Sludge Beds.

Accessories to Water and Sewer Systems.

Bids must be accompanied by a certified check on a bank satisfactory to the town officials, or a bidder's bond acceptable to the town officials for five (5%) per cent of the amount of construction bid, drawn to the order of the Town of Victoria, Virginia, which will be forfeited to the town in event the town accepts the bid and bidder fails to execute contract and surety bond within ten days after award. Checks or bonds of unsuccessful bidders will be returned to bidders.

All bids will be compared on basis of the Engineers' estimate of the amount of work to be done. Copies of specifications may be obtained from the Engineers or Town Clerk upon receipt of \$5.00 deposit, which amount will be returned to bona fide bidders.

Plans may be seen at the office of the Engineers or the office of the Town Clerk, or a set will be furnished by the Engineers upon payment of \$10, which amount will NOT be returned.

The right is reserved to reject any or all bids, or to award contract to any bidder or bidders in part or as a whole, as considered to the best advantage of the town.

TOWN OF VICTORIA, VIRGINIA.

By R. E. STABLES, Mayor.

G. R. MARSHALL, Clerk.

J. B. McCRARY ENGINEERING CORP.,

Engineers,

Atlanta, Georgia.

Bids close September 28, 1927.

Street Paving

Lancaster, S. C.

Sealed proposals on blank forms furnished by the city and addressed to the "MAYOR AND COUNCIL, LANCASTER, S. C.," will be received until 2 P. M. September 28, 1927, at Lancaster, S. C., for furnishing all material, labor and equipment and doing the following work:

Approximately 103,000 square yards of street paving, with all necessary drainage, curbs, curb and gutter and appurtenances thereto, as specified.

Each bid must be accompanied by a certified check (not bidder's bond), made payable to the Mayor, for not less than ten thousand dollars (\$10,000).

Plans and specifications can be seen at the office of the City Clerk or the office of the Engineers, and specifications can be obtained from the Engineers upon payment of two dollars.

Full set of plans will be furnished by the Engineers upon payment of ten dollars to cover cost of printing and handling.

The right is reserved to reject any or all bids.

E. B. RODDEY, Mayor.

Q. D. HOOD, Clerk.

H. S. JAUDON ENGINEERING CO.,

Engineers,

Elberton, Georgia.

Bids close October 15, 1927.

Dragline Machine

Greenwood, Miss.

The Board of Commissioners of the Abiaca Drainage District will receive on October 15, 1927, at 10 o'clock A. M. at the office of E. L. and H. C. Moulter, in the City of Greenwood, Mississippi, bids for the purchase of one dragline machine, with accessories, for excavation and levy work. The Board reserves the right to reject any and all bids.

BOARD OF COMMISSIONERS.

Bids close September 27, 1927.

Well Drilling

Bradenton, Fla.

Sealed proposals addressed to City Council, Bradenton, Fla., will be received until 1:30 P. M. September 27, 1927, for drilling and completing one twelve (12) inch well, approximately 800 feet deep. Specifications on file office Commissioner Public Works. Right reserved to reject any and all bids.

CITY OF BRADENTON, FLORIDA.

R. K. VAN CAMP,

Commissioner Public Works.

Bids close October 1, 1927.

Well Drilling

Bay St. Louis, Miss.

Notice is hereby given to all contractors that the City of Bay St. Louis will receive on Saturday, October 1, 1927, 6 o'clock P. M., sealed bids for the drilling of an artesian well, size 4 in. and 6 in., on the water-works property in the City of Bay St. Louis, Miss., under the following conditions:

Contractor to guarantee the amount of water and state the amount in the bid. The amount of water guaranteed to be into the reservoir. Contractor shall not sink or drill well, the bottom of which to be within two hundred (200) feet of the depth of the present well located on the city property. Strainer to be of McAvoy wireless make and to be of the length equal to three (3) joints of pipe, closed with brass bottom valve. The last three (3) joints of pipe near the ground to be galvanized iron, the remainder of the pipe to be line iron pipe.

Bids to include four (4) inch or six (6) inch gate valve for said well according to the size of the well and decided on by the Board.

Bidder to furnish all materials and labor. Material to include cut-off valve and pipe between the well and the reservoir.

Bidder to guarantee not to effect the present well on the city property.

Bond to be furnished by the successful contractor in the full amount of the bid.

Bids should be filed with the Secretary of the City of Bay St. Louis, Miss., on or before the said date.

The Board reserves the right to accept bid for the 4-inch or 6-inch well and to reject any and all bids.

G. Y. BLAIZE, Mayor.

SYLVAN J. LADNER, Secretary.

Bids close October 5, 1927.

Buildings, Etc.

Jackson, Miss.

State Hospital Removal, Improvement and Land Sale Commission will receive bids up to 11 A. M. October 5, 1927, in the Senate Chamber, Jackson, Mississippi, for construction of power house, two re-educational buildings, two infirmaries, two occupational therapy buildings, one narcotic building and one chimney for the new insane hospital plant at Howell, Miss. Plans and specifications from N. W. Overstreet, Architect, Jackson, Miss., on deposit of \$75.

Bids must be accompanied by certified check or bidder's bond for 5% and addressed to the Secretary of the Commission.

This September 15, 1927.

By R. L. BROWN, Secretary.
Box 40, Jackson, Mississippi.

Bids close October 12, 1927.

Schools

Birmingham, Ala.

Sealed proposals will be received by the Board of Education, Birmingham, Alabama, on or before 2 o'clock P. M. Wednesday, October 12, 1927, for the erection and completion of Additions to the following Elementary Schools to be erected in Birmingham, Ala.:

JACKSON
AVONDALE
BARRETT
GIBSON
LEE
NORWOOD

Bids are invited on one building, all of the buildings or any number of the buildings. Combination bids are invited on one, all or any number of buildings and their divisions. The work on each building will be divided into the following base bids:

1. General Work.
2. Plumbing, Sewering and Gas Fitting.
3. Heating and Ventilation.
4. Electric Work.

The plans and specifications of all buildings can be seen at the office of the Board of Education, Birmingham, Alabama, and the office of Warren, Knight & Davis, Architects, Empire Building, Birmingham, Alabama.

Plans and specifications may be procured from the office of the Architects by forwarding deposit checks as follows:

General plans and specifications \$10 per set.

Plumbing, Heating and Wiring \$15 for entire group of six buildings. Deposits to be refunded under provisions mentioned in instructions to Bidders.

The Board reserves the right to reject any or all bids.

By order of the Board of Education of Birmingham, Alabama.

By D. E. McKINLEY,
Business Manager.

Bids close September 28, 1927.

Excavating Trenches and Laying Mains

BUREAU OF WATER SUPPLY

Baltimore, Md.

Sealed proposals, IN DUPLICATE, endorsed "Proposals for Excavating Trenches and Laying Water Mains in Argonne Drive," addressed to the Board of Awards of Baltimore City, will be received until 11 A. M., Standard Time, Wednesday, September 28, 1927, at which time they will be publicly opened and read.

Plans and specifications may be obtained at the office of the Water Engineer, Room 205 City Hall, Baltimore, Md., on and after September 16, 1927. A charge of \$10 will be made for each set of plans and specifications and will not be refunded.

All bids must be accompanied by a certified check of the bidder on a clearing-house bank for Three Thousand (\$3000) Dollars, made payable to the order of the Mayor and City Council of Baltimore, and the successful bidder will be required to give satisfactory bond for the faithful performance of the agreement equal in amount to the value of the contract.

The Board of Awards reserves the right to reject any or all bids.

EDWARD G. ROST,
Acting Water Engineer.
B. L. CROZIER,
Chief Engineer.

Bids close October 13, 1927.

Gravel

Bastrop, La.

The Police Jury of Morehouse Parish will receive bids up to 11 A. M. Thursday, October 13, 1927, at Bastrop, La., for the furnishing of 3337 cubic yards washed gravel to be delivered at Mer Rouge, La., for the construction of Mer Rouge-Johnson School Highway. Proposal forms and specifications may be secured at the Parish Engineer's office at Bastrop, La.

J. LESTER WHITE,
Parish Engineer.

J. W. BRODNAX,
President Police Jury.

Bids close October 5, 1927.

Furnishing and Delivering Curb Stop and Roadway Valve Boxes

BUREAU OF WATER SUPPLY

Baltimore, Md.

Sealed bids, in duplicate, endorsed "Proposals for Furnishing and Delivering Curb Stop and Roadway Valve Boxes to the Bureau of Water Supply," addressed to the Board of Awards of Baltimore City, will be received at the office of the City Register, City Hall, Baltimore, Maryland, until 11 A. M., Standard Time, Wednesday, October 5, 1927, at which time they will be publicly opened and read.

Specifications and proposal forms may be obtained at the office of the Water Engineer, Room 205 City Hall, Baltimore, Md., on and after September 22, 1927. A charge of \$10 will be required for each set of specifications and drawings and will not be refunded.

All bids must be accompanied by a certified check of the bidder on a clearing-house bank for the sum of Two Hundred Dollars (\$200), drawn to the order of the Mayor and City Council of Baltimore, and the successful bidder will be required to give satisfactory bond for the faithful performance of the contract equal in amount to the value of the contract.

The Board of Awards reserves the right to reject any or all bids.

EDWARD G. ROST,
Water Engineer.
B. L. CROZIER,
Chief Engineer.

Bids close October 6, 1927.

Air Compressor and Paving Breakers

Wilson, N. C.

Sealed proposals will be received by the Mayor and Board of Commissioners of the Town of Wilson, N. C., until 7.30 P. M. of October 6, 1927, when they will be opened and publicly read, for the furnishing of one Portable Air Compressor and equipment.

Air Compressor shall be of the portable type, mounted on steel wheels and axles. Compressor, gasoline engine, air receiver, regulator and all other equipment shall be securely mounted on a steel frame. Compressor shall be of same capacity as Ingersoll-Rand 5½-inch x 5-inch Type "TWENTY." Equipment furnished shall consist of two Paving Breakers similar or equal to Ingersoll-Rand Type CC35. Each breaker shall be furnished with two moli point steels for breaking concrete, one 3-inch chisel-edge steel for asphalt and one length of air hose 50 feet in length, complete with necessary fittings. There shall be attached to outlet end of air receiver one double connection.

Proposals are to be made on manufacturer's form and addressed to Mr. E. L. Tarkington, Chairman Street Commission. Each proposal shall give complete specifications of equipment proposed to be furnished, together with cuts showing machine.

Bid price shall be F. O. B. Wilson, N. C., and include one year guarantee.

Terms: Cash upon acceptance of equipment by the Town of Wilson.

The intent of the proposal is to purchase equipment from one concern.

The right is reserved to reject any or all bids or to accept any which may seem to be in the best interest of the town.

CHAS. R. McLEAN, Mayor.
E. L. TARKINGTON,
Chairman Street Commission.
T. A. HINNANT, Clerk.
R. D. GLADDING,
City Engineer.

Bids close October 1, 1927.

Fire Plugs

Bay St. Louis, Miss.

Notice is hereby given that the City of Bay St. Louis will at their regular meeting on Saturday, October 1, 1927, receive and open bids for twenty-five (25) Standard Thread Fire Plugs, which will meet the specifications of the National Fire Underwriters' Association.

All bids must be filed with the Secretary of the City of Bay St. Louis, Miss., on or before said date.

The Board reserves the right to reject any and all bids.

G. Y. BLAIZE, Mayor.

Attest:

SYLVAN J. LADNER, Secretary.

Bids close October 17, 1927.

Wharf and Foundations

Mobile, Ala.

Sealed proposals will be received by the Alabama State Docks Commission at their office, second floor State Office Building, Mobile, Alabama, until 10 A. M. October 17, 1927, and then publicly opened, for furnishing and constructing the wharf and foundations for Coal and Material Handling Plant. The wharf will be about 1150 feet long, using wood piles, concrete pile caps and steel superstructure, carrying railroad tracks and tracks for movable towers. The foundations will include a concrete foundation and hoppers for rotary car dumper. All machinery is provided under another contract.

A deposit of Ten Thousand Dollars (\$10,000) cash or certified check, or in lieu thereof a bidder's bond for like amount with an approved company is required with each proposal.

Specifications, proposal forms and plans are on file in the office of the Purchasing Agent, second floor State Office Building, Mobile, Alabama. Complete sets will be furnished to prospective bidders on deposit of \$20, which will be refunded to depositors who submit formal proposals or return sets in good condition within thirty days of opening of bids.

A bond to the amount of 50% of the sum bid is required with contract.

The right is reserved to reject any or all bids and to waive informalities.

ALABAMA STATE DOCKS COMMISSION.

WILLIAM L. SIBERT.

Chairman.

Bids close October 5, 1927.

Furnishing, Delivering and Erecting Pumping Equipment at the Montebello Pumping Station

BUREAU OF WATER SUPPLY

Baltimore, Md.

Sealed bids, in duplicate, endorsed "Proposals for Furnishing, Delivering and Erecting Pumping Equipment at the Montebello Pumping Station," addressed to the Board of Awards of Baltimore City, will be received at the office of the City Register, City Hall, Baltimore, Maryland, until 11 A. M. Wednesday, October 5, 1927, at which time they shall be publicly opened and read.

Specifications and proposal forms may be obtained at the office of the Water Engineer, Room 205 City Hall, Baltimore, Md., on and after September 22, 1927. A charge of \$10 will be required for each set of specifications and drawings, which will not be refunded.

All bids must be accompanied by a certified check of the bidder on a clearing-house bank for the sum of Four Hundred Dollars (\$400), drawn to the order of the Mayor and City Council of Baltimore, and the successful bidder will be required to give satisfactory bond for the faithful performance of the agreement equal in amount to the value of the contract.

The Board of Awards reserves the right to reject any or all bids.

EDWARD G. ROST,
Water Engineer.
B. L. CROZIER,
Chief Engineer.



CLASSIFIED OPPORTUNITIES



MINERAL AND TIMBER LANDS, WATER POWER, MISCELLANEOUS PROPERTIES

PEACHES.

Big profits: 85 acres, five-year-old peach orchard at railroad sidetrack, McBee, S. C.; price asked same as net profits made this year. Terms to suit purchaser.

WEALTH.

Fortune for some one; sand bed on railroad, pronounced by experts suitable for manufacturing glass, filtration, concrete, paving, tiling, beautifying parks and cemeteries and engine auto-skid.

FISHING.

Magnificent 75-acre estate, with handsome seven-room residence, two 4-room outhouses and barns, overlooking beautiful lake; fishing privileges; picturesque landscape. Located within corporate limits Lexington, S. C., 12 miles Columbia, capital city, and only four miles Lexington water power; \$20,000,000 dam now being constructed. Ideal for residential subdivisions and sites for manufacturing plants. Wonderful possibilities; only moderate capital required. Details of each proposition upon request; all three money makers.

P. A. HODGES, INC.,

8 Hook Building, Columbia, S. C.

CHINA CLAY LANDS

FOR SALE—360 acres of the famous Chalk Bluff China Clay lands of Marion County, Ala. Pronounced by our State geologist to be the finest china clay in Alabama. Address C. D. LONG, Jasper, Ala.

SAND AND GRAVEL PROPOSITIONS

34 ACRES Sand and Gravel, Philadelphia Road, at City Limits; one of the largest and best propositions in the State. H. L. Thomas, 505 W. Redwood St., Baltimore, Md.

KAOLIN DEPOSIT

KAOLIN—For sale, 258 acres, with large deposits of good-grade kaolin, near main line Seaboard Air Line Railway, in Lexington County, South Carolina; also near a State Highway now being prepared for hard surfacing and close to city of Columbia. For information apply to

TIMMERMAN & GRAHAM,
Lexington, S. C.

GRANITE QUARRY

FOR SALE OR LEASE—Granite quarry near Lithonia, Georgia. Address

"OWNER"

1521 Peachtree Street, Atlanta, Georgia.

LIMESTONE DEPOSITS

FOR SALE—Limestone Deposits, unlimited supply, near Hawkinsville, Ga. R. S. ANDERSON, Hawkinsville, Ga.

LAND AND TURPENTINE PROPOSITION

FOR SALE—Land and Turpentine Proposition Combined—28,500 acres in rich Southwest Georgia. Twenty farms in cultivation on the land. Good schools, roads, water and churches. Located on R. R. Natural reforestation in pine; 18 or more crops now ready to work for turpentine. Abundance fast coming to workable size. The only unbled timber in all this section. This property is free and clear and can be delivered. Price reasonable. Terms. Babcock Brothers Lumber Co., Owners, Babcock, Ga.

COAL AND TIMBER LAND

THE STRIKE in the Union Coal Fields means a very profitable business for West Virginia. I have several very desirable coal-mining properties for sale in the Fairmont District.

G. B. HARTLEY,
Fairmont, W. Va.

TIMBER AND TIMBER LANDS

TIMBER FOR SALE—About 1,500,000 ft. virgin pine and hardwood for sale, located Leon County, Florida. C. L. HOLMAN, Box 172, West Palm Beach, Florida.

RATES AND CONDITIONS

Rate 30 cents per line per insertion. Minimum space accepted, four lines. In estimating the cost allow seven words of ordinary length to a line. When the advertisement contains a number of long words proper allowance should be made. Terms: Invariably cash with order; check, postoffice or express order or stamps accepted. No display type used. Questionable or undesirable advertisements will not be accepted. The assistance of our readers in excluding undesirable advertisements is requested. We reserve the right to refuse any advertisement. No patent medicine, oil or mining stock advertisement accepted. Rate for special contracts covering space used as desired within one year as follows: 100 lines, 28c per line; 300 lines, 26c per line; 500 lines or more, 25c per line.

FARM, FRUIT AND TRUCK LANDS

FLORIDA

\$5 MONTHLY BUYS 5 ACRES rich "blueberry" land near Baker, Okaloosa County, Florida. Best paying crop; only \$250. GEO. D. WILLIAMS, Mt. Vernon, Ill.

"FLORIDA BOUND."

If you enjoy Life, you'll Love FLORIDA: "everybody" is going to FLORIDA this season—some for its Superb Climate, others to make safe and solid investments now, while it's still "bargain time," and return later to live; others to buy an inexpensive little home, Poultry Ranch, Truck Farm or Grove and "take life easy." We can "fit you up." Send today for booklet and list. TAMPA-WEST COAST REALTY CO. (INC.), Realtors, Opp. P. O. "Since Before the War," Tampa, Florida.

NORTH CAROLINA

SEND FOR OUR PAMPHLET. "17,000 Acres of Possibilities." Located in Carteret County, N. C. Ideal for early trucking, stove plants, Fig Orchards, Cattle Grazing and general farming. This undeveloped section will soon be opened up by completion of Million-Dollar Bridge, which gives access to all centers. Will sell cheap and give terms. NEWBY, WHITE & WHITE, Hertford, N. C.

If interested

FOR HOME OR FOR INVESTMENT In the great and rapidly developing STATE OF NORTH CAROLINA, especially in its leading city, Charlotte, or in a Southern Cotton Mill or Southern Mill Stocks, write to

F. C. ABBOTT & CO.,

Realtors and Investment Bankers
Nearly thirty years in Charlotte.

TEXAS

"TEXAS 'WINTER GARDEN' LANDS."

A subdivision in 20-40 acre tracts, cleared and irrigated; suitable for Citrus Fruits, Winter Vegetables, Staple Crops. Reasonable prices. INVESTIGATE our proposition TODAY.

BERMUDA LANDS COMPANY, Realtors,
501-4 Houston Building,
San Antonio, Texas.

BUSINESS OPPORTUNITIES

COCA-COLA BOTTLING PLANT located in mid-western city. Direct franchise. Modern plant. Surfaced roads. Will bottle 5000 gallons Coca-Cola and gross 60,000 cases this year. Price \$35,000. Address No. 6722, care Manufacturers Record.

BUSINESS OPPORTUNITIES

FOR SALE—Apron and jacket distributing concern doing good business; \$15,000, one-third down; investigate. TROPICAL REALTY CO., Tampa, Florida.

A CONTRACTING Electrical Engineering concern, well-established and specializing in Industrial Power Wiring, Maintenance and New Construction, has an opening for an experienced man qualified to take complete charge of a Southern office. Small investment required as evidence of good faith. A splendid chance for the right man to get into business for himself. Write in detail to No. 6799, care Manufacturers Record.

AN OPPORTUNITY.

I want party to join in the curing and packing of hams. Have fine plant, with trade established, and am curing a first-class Green Hickory Wood-Smoked Ham, strictly Country Style. Need \$30,000 more working capital. Good opportunity for investment and an opening for party to become active in growing, safe business. References required and given. Address No. 6797, care Manufacturers Record, Baltimore, Md.

FINANCIAL

WANTED—Money for first-mortgage loans on residential and business property in City of Tampa, Fla. P. O. Wall, P. O. Box 3112, Tampa, Fla.

INDUSTRIES WANTED

COTTON MILL, Hosiery Mill and Furniture Factory wanted. Low-cost location and labor; electric power; city and county tax exemption for five years. Splendid inducements offered. Address Board of Trade, Buchanan, Georgia.

INDUSTRIAL PLANTS

FOR SALE—Fully equipped Molasses and Vinegar Plant, with boiler house and other buildings, including thirteen acres of ground, in the town of Waynesboro, Virginia. For further information and inspection call on KLOTZ BROTHERS, Staunton, Virginia.

FACTORY SITES

FOR SALE—Four acres at Jackson, Miss., on I. C. R. R., including small dimension mill. Ideal location in large railroad center and growing city for small mill, veneer or yard. Unlimited logs and blocks available. HOOPES, BRO. & DARLINGTON, INC., West Chester, Pa.

MODERN MANUFACTURING BUILDING

6000 square feet on three acres land Southern Railway, outskirts of Brevard, N. C.; perfectly suitable for woodworking or textile operations; electric power and abundant labor available. Will be sold at half replacement value; terms reasonable. Address

BUSH BROTHERS & COMPANY,
Woodlawn Avenue,
Louisville, Ky.

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